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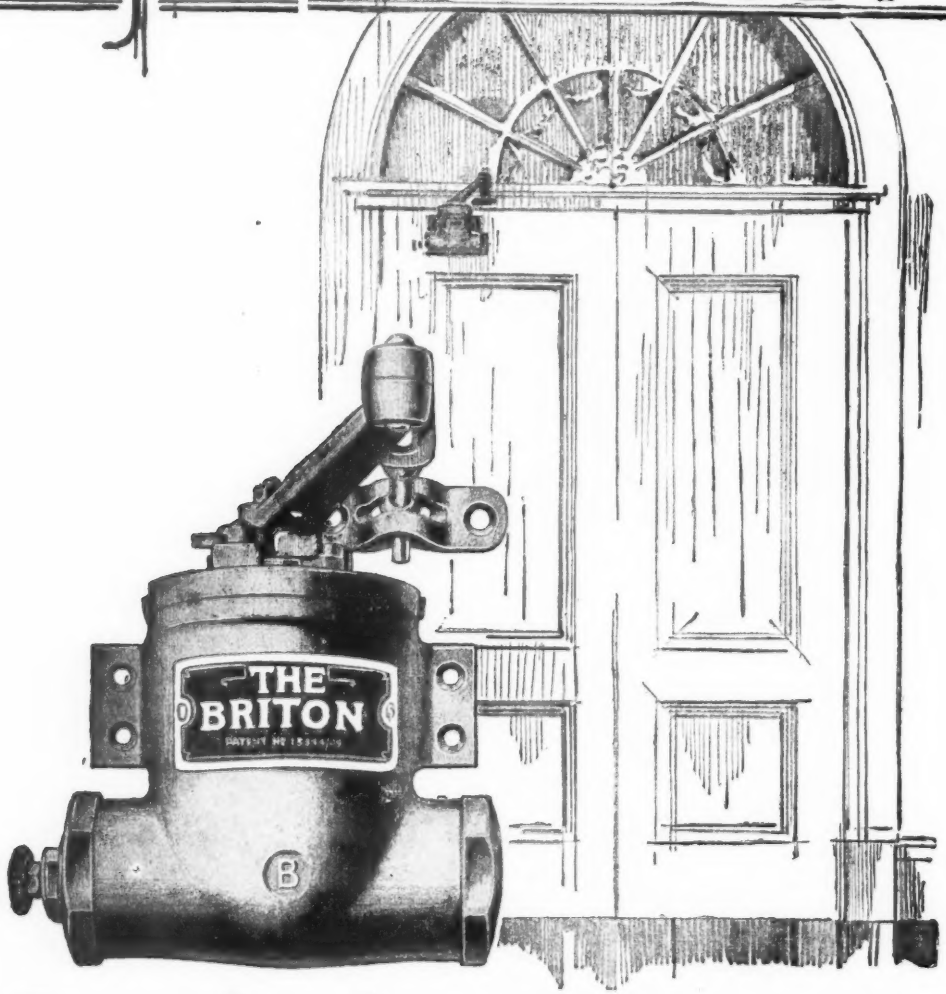

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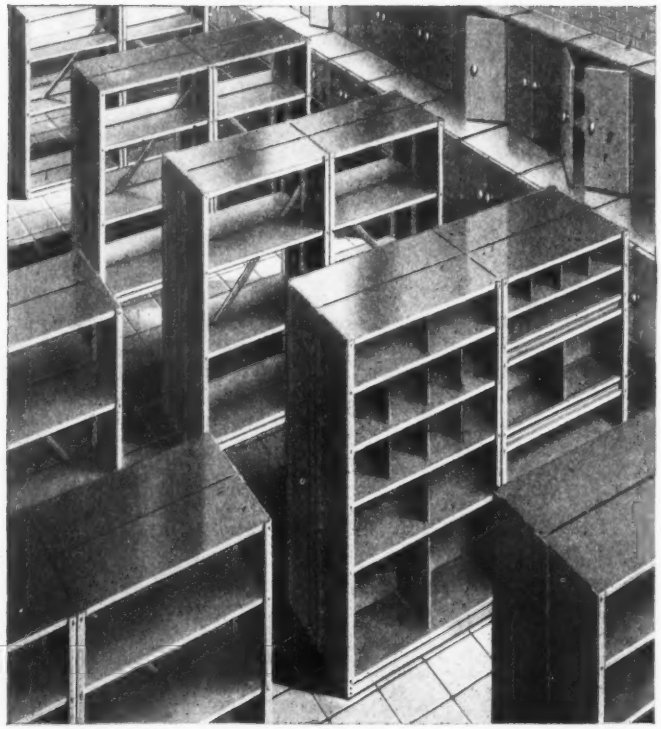

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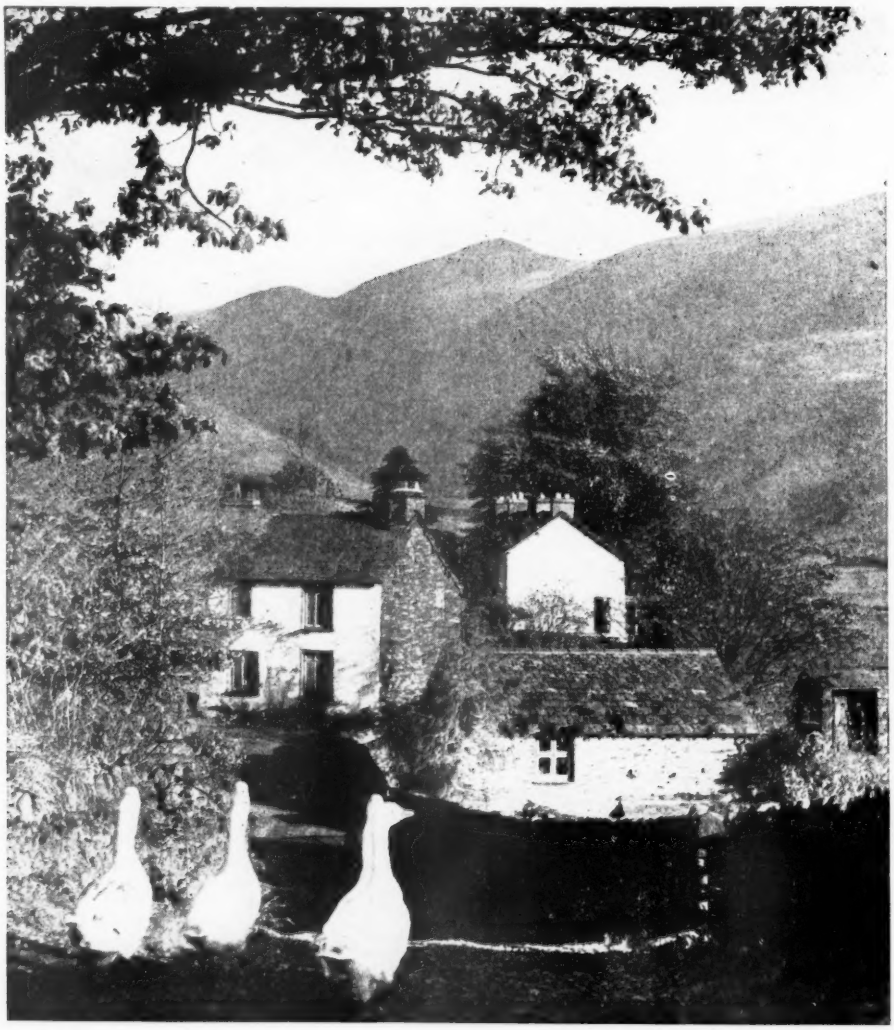

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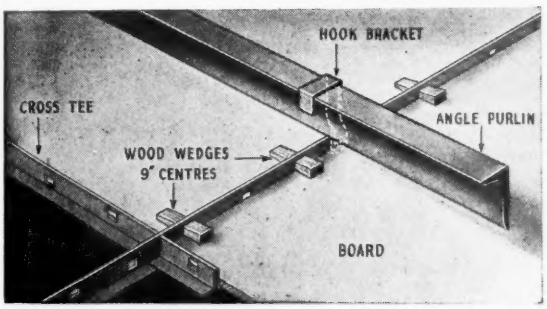

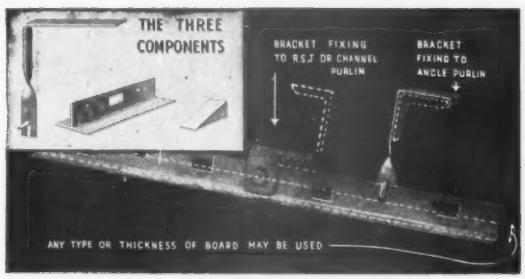
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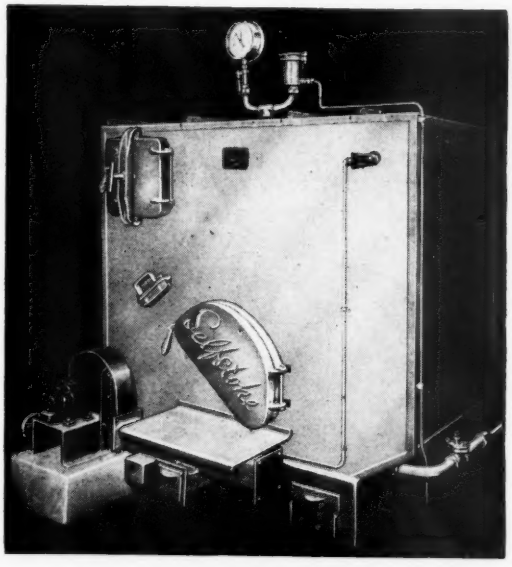

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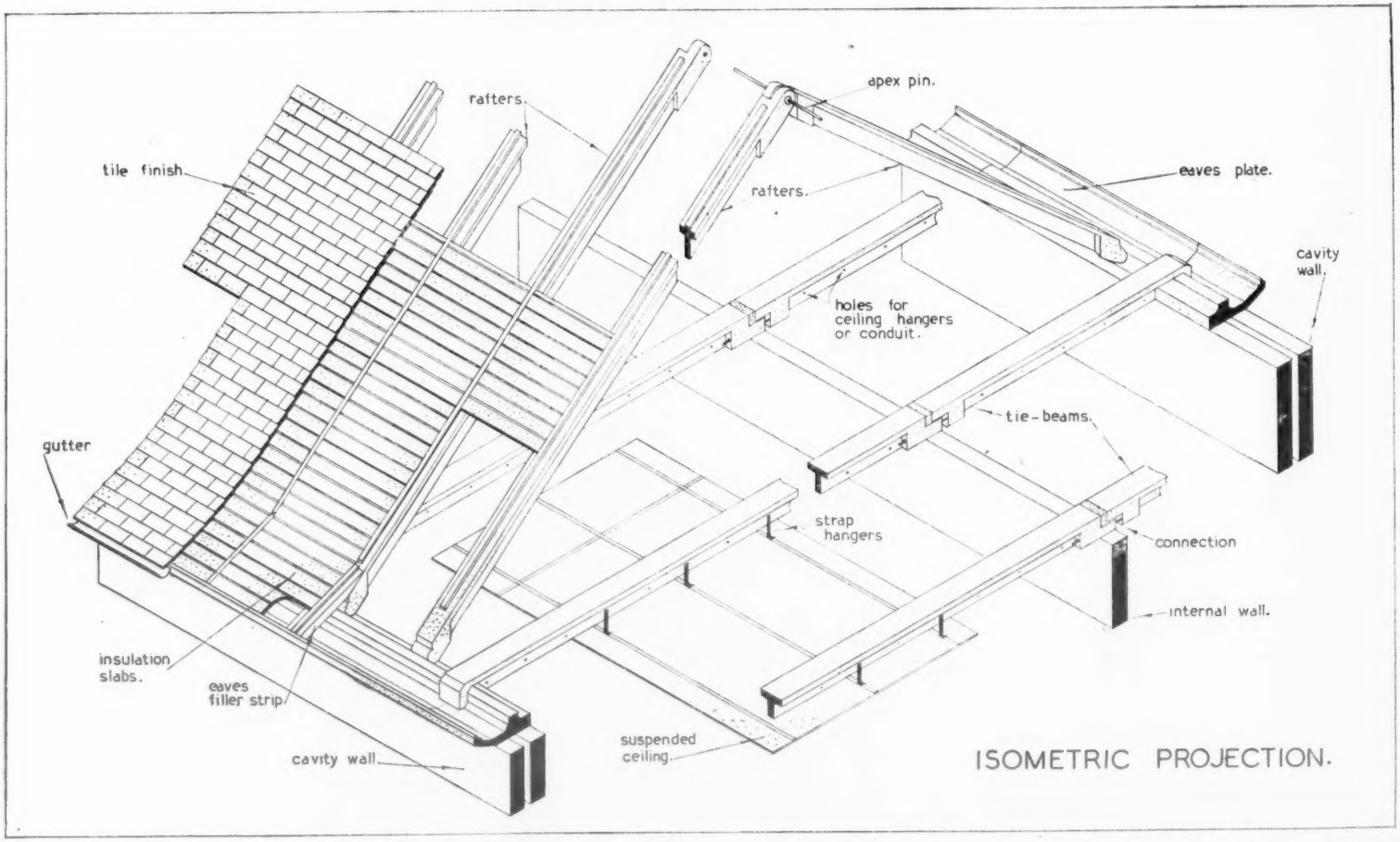

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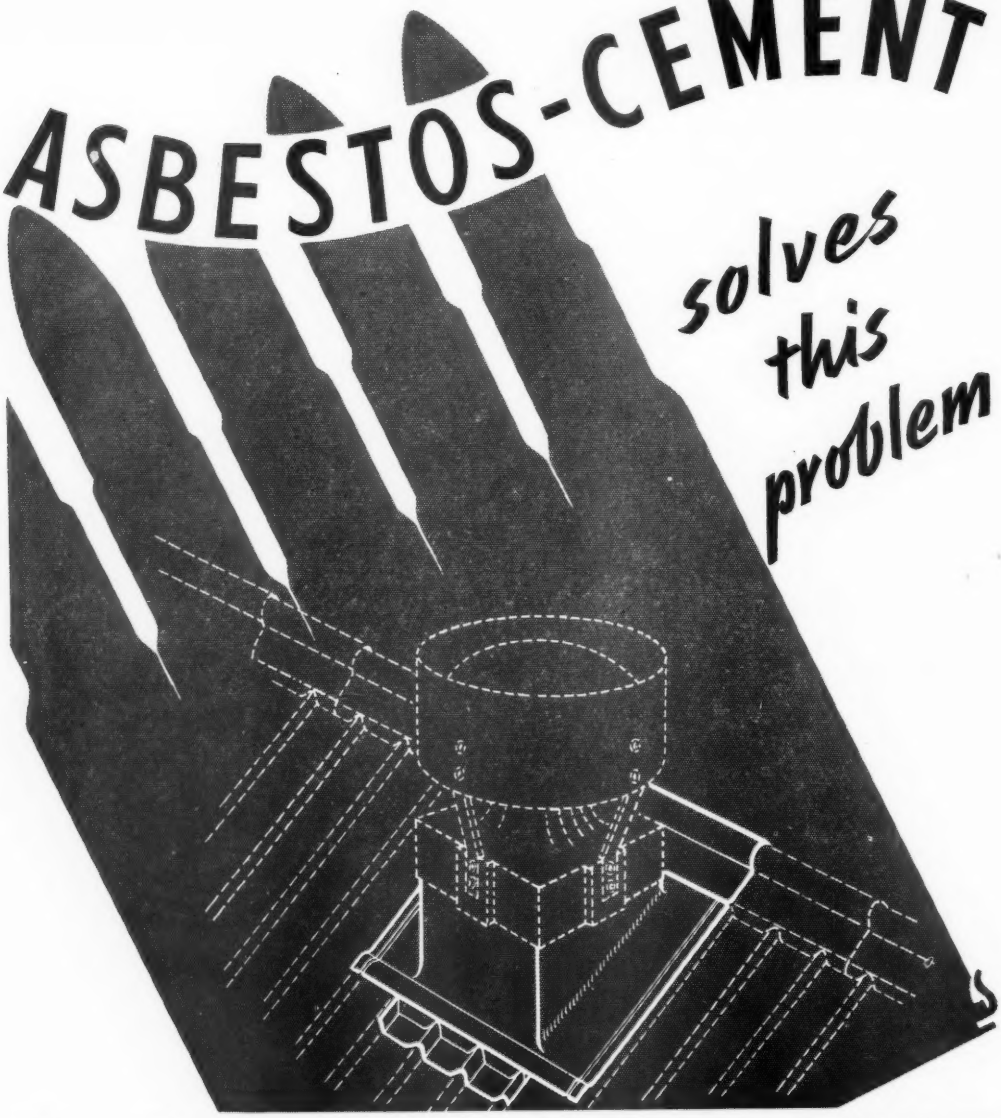

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JOURNAL OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

3rd Series] [*Vol.* 50

No. 7 MAY, 1943

Mr. W. H. Ansell, P.R.I.B.A., President. The R.I.B.A. portrait by Sir Walter Russell R.A., exhibited in the R.A. Summer Exhibition

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Journal

WAITING FOR ORDERS

The following letter from the President was published in The Times *on 11 May. The leading article,* Waiting for Orders, *to which Mr. Ansell referred is reprinted following the letter.*

SIR,—Your leading article of 6 May could not be fuller of important truths than it is, nor could those truths be more clearly stated. The interdependence of the various factors influencing the post-war building effort may, perhaps, be stressed usefully, not only in their capacity as parts of a whole, but also as to the necessary sequence of the operations involved.

The number of building operatives at the close of the Government's war building programme is likely to be down to 400,000, which is less than half the pre-war strength. The suggested increase to 1,250,000 can only come gradually, and, even with the addition of special trainees, may not be reached until nearly the end of the 10-year period. For the first two or three years it is unlikely to exceed 700,000. Building materials, of whatever kind available, which such a force can use economically must be provided somewhat ahead of the demand, and the supply must be regulated to grow with the growing labour.

The buildings on which the labour and material may be used must be determined by the establishment of priorities, in order that local authorities, industrial concerns, and private clients may be justified in giving orders for the preparation of plans and particulars for contracts. Here the decisions of the War Damage Commission are of importance, as they both affect and are affected by priorities. All these turn upon the completion of the schemes of planning authorities and the Ministry of Town and Country Planning, which are held up pending the Government's decision on land acquisition and control.

It is clearly useless to prepare elaborate building schemes for which there will be neither sufficient labour nor material, but the reverse procedure would be even more disastrous. Valuable labour and material, limited as they are certain to be, must not be wasted on unready or ill-prepared building projects. It is true that, for many buildings, a year or 18 months must elapse between the order and the signing of the contract, but those who have orders to give cannot but hold back in the absence of Government assurance, and the architects, at present so largely unemployed, cannot begin the plans in the absence of orders.

What then should be done? Nothing which will impede the actual war effort, but that being assured, the Government should accept the Uthwatt Committee's land proposals, or produce some of its own, so that local planning may be freed. The nature and extent of priorities should be determined and announced, based on the national need and the resources

available. Those in control of projected building development should be encouraged to go ahead with plans within the limits imposed, and the architectural profession should be instructed to proceed with drawings, so that at the end of the war and the consequent demobilisation of building craftsmen, there will be work ready for them to do.

I am, Sir, your obedient servant,
W. H. ANSELL,
President R.I.B.A.

THE TIMES LEADING ARTICLE OF 6 MAY

Though both Houses of Parliament addressed themselves to important housing needs on Tuesday, the discussions were limited in scope and no further light was thrown on Government policy in its more general aspects. Four months ago Lord Portal spoke encouragingly of the responsibility of the Ministry of Works for seeing that the building industry shall be able to start on peace-time construction immediately the war is over. Last week a significant "if" occurred in a speech on the same theme which he made to architects. "If," he then said, "the organisation was ready," the building industry would be one of the first to get on its legs again. In the earlier speech Lord Portal was able to say that his Ministry was already at work on a programme for housing, on a programme for the Board of Education, and on work for the Ministry of Agriculture and the churches. This speech had a decidedly hopeful ring which the second one has damped down.

An immense amount of work lies before the building industry, but at present there is nothing that can be called a programme, nor is there an assurance of adequate and suitable materials at suitable prices, nor an arrangement of priorities. Not only will there be an insistent demand for new houses to meet the needs of a redistributed population after the war, but much important public and commercial building is also waiting to be done. Never before has so great an accumulation of claims upon constructional work been known. The Minister of Health has estimated the requirement of new houses at between three and four millions. A recent White Paper estimated conservatively that a ten-year building programme would demand the increase of the industry's labour force to about 1,250,000 men, and announced the preparation of a plan for the training of 200,000 men during the first three or four years after the war. In building there is therefore this large and fertile field of employment that can be, and should be, opened up immediately hostilities cease and possibly before the fighting is over. But the employment will not be there in any ordered fashion, the building most needed will not have the requisite priority, and the scale of construction will be hindered by lack of materials unless comprehensive preparations have been made. The "if" in Lord Portal's statement has capital importance.

The Minister of Health is evidently fearful of the consequences of delay. In the first two years after the last war fewer than 31,000 houses were built. Taking that fact as a warning, Mr. Brown has asked local authorities not only to think and plan but also to act. Not delaying till the Government have made their pronouncements on the Barlow, the Scott and the Uthwatt reports, he asks them to fix on sites which they can be sure are suitable for housing and to prepare at least one-year housing programmes. The Minister will assist administratively and has bespoken the agreement of the Treasury to the raising of necessary loans. But stimulus and assurances on these lines do not remove the uncertainties and the hesitations which beset the making of building programmes. There are overriding decisions which only the Government can take and make operative. Local authorities cannot act with wisdom or circumspection till they know whether they are to regard themselves, when planning, as self-contained areas or as parts of larger geographical areas, the wants and resources of which are to be planned regionally. Nor can housing requirements be dissociated from industrial developments. Any control of the location of industry, any official encouragement of the conversion of war factory sites into trading estates or the procuring of a dispersal of industry by other means will directly bear on urban development elsewhere and on the rateable values, on which local authorities keep so watchful an eye. The terms of the purchase of land which Mr. Brown would encourage must also be in doubt till the Government and Parliament have come to a decision on the policy of compensation and betterment. Furthermore, the dispersal of population by the creation of satellite towns—if that policy is to be approved—cannot rest on the decision of independent local authorities.

Lord Portal warned architects last week to be prepared, in their designing of buildings, for a short supply of some materials, especially timber. A sufficiency of materials is a condition of the fulfilment of the building programmes which will pile up as soon as local authorities receive the signal that the way is clear. Only a full survey of potential resources of all kinds will enable architects and local authorities to adapt, while developing, their plans. To what principles and to what predictable conditions must local authorities conform? As important as the supply and use of materials will be the supply and use of labour. For labour, therefore, as also for materials, there must be an adjustment of priorities. The expansion of the labour force will not by itself provide an assurance that the needs of the nation will be met sufficiently or in right order. It might well happen again that luxury building of one kind or another, and industrial rebuilding financed by a liberation of reserve funds, might win a competitive priority and that long purses would make the rehousing of the people, and the building of modern homes to be let at reasonable rentals, an impossibility. The continuation of controls after the war will be essential if the building industry is to serve the best interests of the nation, and the basis of the controls must be known in advance by those who will be responsible for the shaping of programmes. Lord Portal sees the importance of an adequate organisation of the building industry; Mr. Brown impresses upon local authorities the need for active preparation of plans and for preliminary work on surveying and the general layout of sites before the war ends, while the building industry itself is calling out for directions which only the Government can give—not one departmental Minister or another but the Government as a whole.

They will be directions embodying the major principles for the physical planning of the country on which the Government agree. A considerable interval must necessarily occur between the announcement of governing decisions and the preparation of the building plans that follow from them. Mr. A. C. Bossom calculates as an architect that the interval must be as long as eighteen months; and, even if it should not be quite so much, the time factor becomes increasingly important with every passing day. The building industry, from the architects downwards, and town and country planners everywhere, are waiting for the order to go ahead with their plans and preparations. The order of release for this pent-up capacity, so that it may be ready in good time for the signal of peace, must be given by the Government, and it cannot come too soon.

Informal Meeting, Tuesday, 29 June, 1943

An Informal Meeting will be held at the R.I.B.A. on Tuesday, 29 June, at 6 p.m. when Mr. Michael Waterhouse, M.C., Hon. Secretary, R.I.B.A. will read a paper on "The Activities of the R.I.B.A. during the War, and the Place of the Architect in the Post-War World."

Members are invited to attend and take part in the discussion which will follow.

POST-WAR REBUILDING IN EUROPE

A joint conference of the Allied Nations Technical Building Committee and the London Master Builders' Association was held at the Mansion House recently. The Lord Mayor and Lady Mayoress welcomed the members of the Conference to the Mansion House.

The Conference, the third of a series, was organised by the Directorate of Post-War Building of the Ministry of Works. Mr. W. E. Rice, Past President of the L.M.B.A., presided and Mr. George Hicks, M.P., attended and spoke. The purpose of the Conference was to discuss technical matters connected with rebuilding in Europe after the war and the best ways in which British practice can be adapted to the needs of the occupied countries. Among the countries represented were Belgium, Czechoslovakia, France, Greece, Holland, Luxembourg and Poland, as well as the United States, New Zealand and New South Wales.

Lieut.-Col. H. P. Cart de Lafontaine [*F.*] represented the R.I.B.A.

DR. R. E. STRADLING, F.R.S.

Dr. R. E. Stradling [*Hon. Associate*], Director of Building Research in the Department of Scientific and Industrial Research, has been elected a Fellow of the Royal Society.

REBUILDING BRITAIN EXHIBITION

The Rebuilding Britain Exhibition opened at the Royal Exchange, London from Thursday, 13 May and will remain open from Monday to Friday inclusive from 1.45 p.m. On Saturdays the Exhibition will be open from 10 a.m. to 12 noon and it will be closed on Sundays. The date of closing has not yet been fixed but it will probably be some time towards the end of June.

ARCHITECTURE AND PLANNING

A second talk by the PRESIDENT at the *Rebuilding Britain* Exhibition on 20 March

A few weeks ago I gave a talk on what was practically this subject at a lunch meeting of the Town and Country Planning Association. That talk pleased some people and annoyed others, a result which was regretted but not entirely unforeseen. The comments I received, however, convinced me that there was more to be said, not as a protagonist for the employment of architects, but by way of enquiry as to how far architecture (it is difficult to avoid calling it the art of architecture, and perhaps there is no reason why we should so restrain ourselves) should, can and may influence the physical planning of town, and even of country wherever buildings are concerned.

Now while we know that there is no architecture of which planning is not an integral part, we have to admit that there is some planning, using the word in its modern sense, that is not architecture. It might be as well, therefore, to come to some conclusion as to what we mean by architecture, and what by planning—where they differ, if they do.

Verbal definitions don't get us very far. Lethaby's " building touched with emotion," Blomfield's " Ordered building," E. V. Lucas's " The art of getting the smell of cooking into every room in a house," and Ruskin's fine resounding definition with its root error, " The art which so disposes and adorns the edifices raised by man, for whatsoever uses, that the sight of them may contribute to his mental health, power, and pleasure." All have some truth and some error—of commission or omission. The emotion raised in us may be sheer rage, the smell of cooking may induce a nostalgia for happier days, the adornment of Ruskin is one of the things which the architecture of to-day is at the greatest pains to avoid. It is impossible to dispose of architecture in an epigram—even " *Usui civium, decori urbium*," the motto of the R.I.B.A., has lacunæ in it.

The unfortunate thing is that many people persist, in spite of the most impassioned denials from our younger architects, in believing that architecture consists in just this adding of unnecessary ornamental detail to otherwise plain and respectable buildings. This belief is most firmly held in War Offices, some Government Departments and some local authorities. People's beliefs nowadays do not always go to the extreme length of inconveniently affecting behaviour, but this particular belief is stubborn, and does influence action, or inaction rather. We hope that the Exhibition here may induce a more catholic attitude towards the art and its possible service to humanity. What then do we suggest that this service is ?

Ordinarily, it is the provision of an appropriate and seemly environment for every human activity. This is where architecture differs from other arts, it cannot be separated from some of the more basic human needs. When, as has sometimes been done, an attempt is made to design something for architectural considerations alone, it comes perilously near the freak class, and often ends up by being stigmatised as someone or other's " Folly." I have even heard laments that a promising architectural career has been ruined by a too wealthy and " cranky " client at its outset, the very cleverness of the resulting design making it impossible for anyone ever to forget it.

Buildings as buildings must have their feet firmly on the ground, and the fewer the feet, the more firmly should they stand, and architecture as an art—notwithstanding its emotional appeal—cannot be divorced from a utilitarian purpose of some kind. If you search your mind for examples among the really great buildings of the earth, you will find few or none that did not fulfil their purpose as useful but dignified shelters for some human activity or other, and the higher the scale of activity, the more noble the building as a general rule.

Let us, for a moment or two, examine the procedure for the erection of a single building. First the programme of requirements must be prepared by the clients, whoever they are, which should include a clear statement of what is to happen in the building. The considerations which are restrictive must then be faced, the size of the site, its levels and approaches, its aspects to roads, the money which is available, and all architects know how often the idea is held that the cost of accommodation and the type of building required, by some providential intervention, will necessarily agree with the amount of money the clients happen to have set aside for the purpose. This belief is not, alas, always justified by

experience. In a school, for instance, the numbers and ages of the children and the subjects to be taught must be known as well as the ancillary activities of modern school life. Architecture provides the appropriate environment for all these, not by compressing them into preconceived compositions into which they fit badly, but by creating the right size and kind of space enclosure to fit the activity, and allow all the several activities to be carried on with efficiency, health and comfort.

This is not merely a matter of planning, but of three-dimensional design, for not only the shape of a room, but its height and the disposition of its lighting have to be arranged. The building must in plan and section meet the programme, fit the site in a seemly and appropriate manner, and give the best solution of its problems for the money provided. But this is not all. When the space enclosure has been designed, it is not enough that it be only functionally convenient—it has first to be constructionally possible, having regard to the material available and the scientific bounds imposed on the designer by the plan.

Architecture is not a pictorial art, but a severely practical one, and can only fulfil its mission when in actual building form, and it then must be pleasing according to some standard or other of æsthetic values. Now standards alter, and fashions vary, but certain essential qualities are permanent and may be used as testing standards for all buildings, whether old or new, for the Underground Head Office or the R.I.B.A. building, as well as for the Parthenon or the Pantheon. One of the causes of unsatisfactory architectural design is the apparent inability of many architects to apply to their own work the critical standards they seem perfectly capable of using when appraising the æsthetic value of the buildings of the past.

All this applies to the design of a single building, and the same procedure applies when the scheme is for a group of buildings, a civic centre, a great country hospital, a set of school or college buildings often as large as a small town, but with the additional factor of the relationship of one building to another. The æsthetic effect produced by grouping has to be considered and one's architectural duty to one's neighbour taken into account. I fear that this is often disregarded in many London rebuildings owing to the lack of a controlling plan, and we find one building in a square or a street standing in stark individuality to the full height allowed by the London Building Act and the zoning code of practice, while the adjoining buildings remain the reasonable height governed by good proportion and scale. I will refer to this again later.

It is, however, the fact that once you begin to consider your neighbours, and not live to yourself alone in the design and placing of buildings with relation to one another, and to the arrangement of approaches and surroundings, you come into the province of town planning or civic design, though it must not be taken that there is nothing more than this in town planning.

Let us consider for a while the relationship of roads and buildings. Which came first ?—the track or the shack ? Was the first building set down beside a road which happened to be there, or was the road gradually formed by the continual traffic to the building ? Without buildings, many roads would not be required ; without roads, buildings would, to a large extent be uninhabitable and unapproachable. Therefore, wherever buildings are projected, the arrangement of the roads serving them should be a part of the architectural scheme.

The fault of many schemes prepared under the provisions of the Town and Country Planning Acts was that they were merely road plans and widenings, with a few zoned areas of user indicated. They were not really either town or country planning—they were mainly prohibitive, not creative—even the zoning was more of what you might not do—you may not put a factory here, you may not put more than so many houses to the acre there, but one looked in vain for any suggestion of a fine layout of an industrial area, or a residential one. One hopes that the new Minister of Town and Country Planning will say to the local planning authorities : " Take these things away—throw them away if you like—but start afresh, and do them again in accordance with modern ideals and modern ideas." I hope, too, he will be able to say before long, " Modern legislation," for unless a new Planning Act is passed, the authorities, however willing they may be, will be unable to do very much more than they have done in the past.

In England, planning will probably have to concern itself more with the improvement and development of already existing towns, rather than the design of complete new cities, although a certain number of moderate-sized satellite towns may be needed.

As in the case of the individual buildings, a programme of planning will be required, but its preparation will be a very different matter from that even of the largest hospital or school because of the diversity of interests involved, and there will have to be national, regional and local planning.

The planning in which architecture has a comparatively small part is the national one, which decides where particular industries can best carry on, where national motor roads, railways, canals, should be provided, where areas for national parks should be conserved, where agriculture should be encouraged. But when these have been decided by whatever form of central planning authority may be created, then in the actual planning of many of these things, landscape design, and wherever buildings come in, the art of architecture must not be left out.

A central authority should do more than decide the comprehensive nation-wide plan ; it should give inspiration to the authorities which will inaugurate and put into operation the local planning. The intermediate regional control has been talked about a good deal, because we have all seen in the past how futile compartment planning may be when it takes little or no account of what is being done across its own boundary. Regional planning need be little more than the intelligent and friendly co-operation of all the local planning authorities in a particular area, and regional planning officers given only a moderate amount of power, merely to see that local plans are co-ordinated, that they unite to form a defined scheme, and that they fit into the big framework of the national plan.

It is to good local planning that the ordinary citizen will look for the definite actions which will make his life and that of his wife and children healthier, happier, and better worth living. The programme has first to be settled, and for that I suggest representative planning boards should be formed. They can analyse public opinion and crystallise public demands with more definition than the executive planners can be expected to do. They should be more than the planning committees of the local authorities, because it is unlikely that all the interests involved will be found among the elected members of any Council.

The Planning Committee may be the nucleus of the Board and have added to it selected, not elected, men and women who, by experience, training, or even enthusiasm for higher town planning ideals, can contribute to the programme making.

The Planning Board should be the civic society in miniature. One of the first things necessary to be done before a programme can be drafted, for planning will not be done *in vacuo*, is the survey of existing conditions, natural and unnatural, those which have come about apparently by accident, and those which have been created. A planning survey is far more than a copy of the ordnance survey map, it must show far more than the mere arrangement of streets and buildings. It should indicate the uses of the buildings, heavy industry, light industry and manufactures, shops and offices and banks, all in their relation to residential areas of every class, schools and hospitals, asylums and jails, and civic buildings of every kind. Then the playing fields, the parks and open spaces must be shown. A survey should show the height of buildings generally, and buildings and groups of buildings of artistic, architectural and historic value should be marked. A survey must be geographical, topographical and sociological, in fact it should be a visual presentment, not all on one plan, of course, of the history, growth and condition of a city or area.

The type, purpose and density of traffic would need showing and the black spots of congestion and danger noting, and in these days, the areas of damage or devastation, in their varying degrees. This latter information should be regarded as an indication of

opportunity and possibility, not as a factor showing how little need be done.

Even when all this has been set down, although the making of the programme has been assisted, it has not actually even begun, nor has the business of planning in any sense, wide or narrow, been started.

One might put the operations in three distinct groups. First the making of the survey, second the decision as to the kind of town to be developed or created—the programme making in short, and thirdly the actual physical planning of the area, based on the knowledge of things as they are, and knowledge of things as the Planning Board hopes they may become.

The second point is as difficult as it is important. What kind of village or town or city is a matter first to be settled by the Planning Board representing the community. A garden city may be, in some localities, the most to be desired, in others the little town, in others the right correction of existing faults and guidance of new development, which shall make our big cities justifiable subjects of civic pride. In this little land of ours, I cannot see that we shall need more of the biggest cities reckoning their population in terms of millions than we have already. For the most part they are unwieldy agglomerations of uninteresting building, and are far too large already. There ought to be such regulation of planning as shall make it impossible for any more of our medium-sized cities to grow in the same way. And when the decision, if a fluid, flexible, general idea can be called a decision, has been made, the art of architecture should influence the putting of it into effect from the very first.

The conditions I have named in considering the survey, the land contours, rivers, canals, railways, roads and so on, will give a lead as to where the different communities which make up the pattern of a town can best be placed for convenience, health and delight.

We want to be proud of our towns, to live in them with pleasure, work in them with zest, and show them to our foreign visitors without too many blushes, but unless the art of architecture is allowed to be one of the earliest considerations, we shall not be able to.

Streets must no longer be planned regardless of the kind of building they are to serve, and new planning should shed the old idea that streets are simply channels for traffic, which channels we allow to be lined by buildings of some kind or other. A town plan should be conceived as a logical composition of buildings for defined activities, combined with open spaces for other activities, and the roads must be such as will serve the needs of the town in a dignified way. Where they are intended entirely or mainly for fast traffic, there should be no buildings whatever, and there should be no preconceived idea that all roads should be wide—there is a place in planning for the narrow way as well as the spacious boulevard. A few years ago, a Minister of Transport said that he would not be content until every road in England was double its width. His removal from that office before he could accomplish his purpose was not entirely a misfortune.

Town planning means the disposal of buildings to the best advantage once the decision as to their purpose has been made. We all grant that where buildings are concerned, you get architecture good, bad, or merely indifferent (which really is one type of bad) but we have not all realised that architecture does not begin with the planning of the individual building, it begins with the planning of the street or place of which the buildings form a part, and without some visualisation of the buildings to come, the street cannot be successfully planned, but will tend to become merely the traffic channel.

Regulations as to heights of buildings in existing streets is an acknowledgment of this principle, although to some extent an inverted one. They admit the importance of a right relationship between the two, a need for a certain amount of sunlight and air, a need, too, for a unity of scale between the width of the street and the height of the buildings which shall satisfy an æsthetic sense.

Some of you remember the old Regent Street of Nash as a wide, sunny, pleasant street, and you know the new Regent Street, still with the fine sweep of the Quadrant, and some good interesting buildings here and there in the street as it goes northward, but with the ever-present and slightly oppressive feeling of being shut in by the buildings and confined in a canyon. There is the danger that Portland Place, that gracious, spacious piece of planning, may become even more of a canyon than Regent Street. Next time you go up there, stand by the wrecked houses at the south-west corner, look across to the B.B.C. building and visualise what Portland Place would look like if all its buildings were of similar height. I think it is to the credit of the R.I.B.A. that its new building has recognised the importance of good neighbourliness in scale.

The exact and rather ludicrous opposite of all this is found when a great arterial road, with double motor tracks, central islands, separate cycle tracks and footways, with grass verges, is lined by little semi-detached houses, entirely out of place as regards scale, and rather forlorn, as they look out on the racing vehicles tearing by.

As I have already pointed out, such a road should have no buildings, it should be kept for its main purpose, a highway for fast-travelling, long-distance traffic. Buildings, particularly houses and shops, should be grouped where they may be used in safety, in precincts, or whatever you choose to call them. You can all bring to mind the wide main street of some big village or market town—where the turnpike road is carried through, but is widened out to form a generous street, not so that transport may the better be enabled to rush through, but that there may be space for people to linger in, to do their business and meet their friends. The end of the street is often almost closed by the church tower, and the sides of the friendly street are filled with shops, houses, peeps of gardens, and buildings of every age, which do not conflict, but harmonise with one another whether they were of the age of Elizabeth or George. One remembers Edgware and Eltham, and the little towns of Essex before the plague hit them ; Tenterden and Oundle, and many another which are still unspoiled and lovely to-day, where the art of architecture is an integral part of the plan.

You may have noticed that some planners have a dread of the street—even the book of the Exhibition notes with approval " the avoidance of the corridor street which is lined with buildings." I should greatly regret the disappearance of the friendly street, and so, I am convinced, would the great majority of English men and women. The street as the citizens' meeting place and the scene of their lawful, and sometimes unlawful, occasions, may be full of fascination and interest. Our towns would be inhospitable, windy places with no streets—perhaps the word " corridor " has some special meaning, but surely every street is a corridor in that it may be walked through from end to end.

The architectural value of the lining of buildings in a street may be very great, and I can understand a writer who pleaded once that in the control of London streets so far as building design went, one street, say the gay and lively Strand, should be allowed, within limits, to go as you please, an individualists' paradise. I doubt whether London could afford it, but it would be interesting to try.

But, you may urge, these places were not consciously planned for visual beauty, they happened because the life of the time produced them naturally and unconsciously. Why should there be all this interference with enterprise and individuality now ? Why not leave the matter of planning to the good sense of the people ?

It is certain that initiative and enterprise will be needed more than ever after this war, but it must be acknowledged that most of the town planning ills from which we suffer have come from the wrongly directed energies of practical men. In their own business, be it what it may, the untrained man is never allowed to interfere, but in the realm of building development there has been a curious lack of consciousness, a queer complacency in the face of ugliness and squalor that are difficult to understand. Initiative and enterprise wrongly applied have landed us in trouble after trouble. Is it ordinary common sense practice to plan so that children must cross fast transport tracks to get to school, that daily needs of

shopping cannot be met reasonably near home, and that many thousands of workers live so far from their work that they waste years of their lives in travelling to and fro, often in overcrowded and unhealthy trains? I can but refer the questioner to the miles of mean streets lined with dull dreary houses, giving shelter to human beings, but doing nothing towards their education or entertainment, and to the more recent ribbon development, which, let us admit, is a tremendous advance in point of health over the mid-Victorian industrial areas I have mentioned, but which, despite its good points, is a pitiful waste of a grand opportunity.

Had the governing principles of architecture, good lay-out, good planning for functional efficiency, sound construction and a real æsthetic control of design been applied to the things I have described, they could not have happened. The ideals of one age will not necessarily content a later age, and even those of our own time may appear very limited a couple of hundred years hence.

We cannot complain that the mediæval town builders formed streets inadequate for motor traffic, but there are unchanging principles of good design which every age should observe, and these principles should be complied with, even in the plan. The mental pleasure we get from the sight of a fine building is dependent on our ability to see the building, and if owing to bad street planning, or the inconsiderate proportions of neighbouring buildings, we cannot see it, we are the losers, and if we say that the sight of a good building is an unimportant matter, we are not only the losers, we are not yet decently civilised.

If, then, we agree the importance of the highest possible standard of architectural planning and design, and the highest possible standard of imaginative and efficient town planning, and the necessity that these shall be combined in any planning scheme, how can they be obtained?

1. There must first be a public interest in and a public demand for them, the creation of a civic sense and pride. This needs education, and the best education is that which both creates and satisfies the demand at the same time. Every new development of area, every improvement of an old one, every instance of town and country planning ought to be an education in itself, and a stimulus to further adventure.

2. There must be an adequate training of the designers—the architects who can provide what the public will demand, and there must be the Government support and a generous approach to the whole problem—born of the realisation by the Government of the importance of architecture in planning. I mentioned earlier that there is planning, in one sense, which is not architecture, and instanced the decision as to the localities in which industry can best flourish and should be encouraged.

But when industrial buildings come to be placed and designed, then, unless the art of architecture influences the placing and the design, a great opportunity will have been lost.

Have you ever thought that the finest buildings of past ages have been, as a rule, those which came closest to the national life of the time, those in which the people who had the power to build were most interested.

The Greeks showed little desire to embellish the exterior of their houses. It was considered bad form in Athens if even the house of a hero was more pretentious than that of the ordinary citizen, and Demosthenes upbraids his fellow Greeks for departing from this simplicity. But for the public buildings, the temple, the theatre, the agora enclosures, architecture, sculpture and painting were combined to satisfy a highly cultivated civic pride.

The Roman was obviously interested in his temples and civic buildings, but most of all in the baths and amphitheatres, and it is on these that his finest planning and building design was concentrated—the Mediæval Abbot was less interested in his bath, perhaps, than in his church—the Elizabethan was more concerned with house design.

And some of the buildings which particularly belong to this age are the great departmental shops and stores, factories and works buildings, connected with greater and ever greater combinations of industrial power. Their design should be expressive and creative, and nothing more depressing or inept can be imagined than the suggestion made a week or two ago that the works buildings in connection with the Scottish Hydro-electric scheme should be made architectural by being given a Scottish baronial flavour—circular turrets at angles with spiky roofs, and so on. I need hardly say that it was not an architect who made the suggestion.

But it is not enough for good design for the non-essential to be eliminated, and the building allowed to create its own mass form by the sheer necessities of its purpose and plan and constructional system. I agree that these are the primary factors in building design, but they need the control of the trained designer—architecture is a great humanistic art, and functionalism alone can be very inhuman.

There is one photograph in the Exhibition which shows in the distance a group of stark towers, and in the foreground an area of closely interwoven tenement buildings resembling the cellular formation of a hive or an ant hill. To me, such a scheme suggests that the intention of the designers is to reduce humanity to the regimented level of the bee or the ant. If planning meant that, I am convinced that the British public will have none of it.

I am so tired of that argument that the house is a machine for living in, and that it ought to resemble a tram car. For myself, I don't want to live in a machine; I do not want, either, to live in cell No. 6,412,397; I want to live in a house, or a flat, if you like, which shall be human in its scale, and efficient in its planning, and which shall, by its internal and external design, acknowledge its position in a long line of building development and its relationship to the good buildings of the past.

The hard training that architects get nowadays is, I think, a guarantee that though there may be adventure in building design, there will not be licence. Undisciplined individualism will be discouraged, and something of a team spirit evolved. The architect with something to say, will say it, whether he works in one mode or another, the thought is the thing that matters, but he will not say it in words that only he can understand, or that no one has ever heard before.

The question of building material exercises many minds today, and there are those who pay lip-service to new methods and prefabrication of whole buildings, one suspects, in the fear that they may be considered old-fashioned and out-of-date if they don't. We are asked to revise our æsthetic standards to make them fit new methods, some of which would appear to suspect that without such revision they would stand but small chance of survival.

I suggest that there is no need of revision, but that the same principles of æsthetic design ought to be applied ruthlessly to new methods as to old.

I believe that when we get forward to a time of peaceful reconstruction, we shall not give up the use of traditional material, brick, and stone and wood, and fine craftsmanship—not because they are traditional only, but because they are convenient, and sensible, and harmonious when rightly used.

I was suggesting this week to some architectural students that they should make themselves the guardians of the building crafts. A living architecture cannot be separated from the life of the community that produces it, and as that life is but a link in the long chain of human development, so its architecture is not a clear-cut separate thing with no roots in the past; no more than the communal life can the communal building disregard the past.

We do not apologetically or diffidently suggest that the art of architecture shall be permitted to affect our planning, we demand that it shall, because we know that unless it does, much of the planning efficiency, and much of the pleasure that good building design can give will be lost. One of the things that sustain our courage and the courage of our fighting men and women in a tortured world is the hope and belief that the world to emerge from all this will be not only more conveniently planned, but more beautiful than this. These beliefs and these hopes can only be brought to fruition in the finest sense by the fullest use of the art of architecture.

COMMUNICATIONS

SIR CHARLES BRESSEY, C.B., C.B.E.

A Paper read at the R.I.B.A. on 17 March, as the third in the series of six lectures on Town and Country Planning arranged by the R.I.B.A. In the chair, Mr. Edward Maufe (F.).

I can hardly tell you how flattered and delighted I was when I heard from the chairman just now that certain reports, for one of which I was responsible, are " on the shelf." I thought that they were in the wastepaper basket, and I am immensely consoled by the chairman's remark ! I am particularly glad to see the chairman here, because he is one of those who have done something to heal the scars of new roads. You all know Guildford Cathedral, which is one of the few man-made beauties of the Guildford Bye-pass. My regret is that the services of architects are apparently so seldom invoked for the beautification or utilisation of arterial road frontages. In the course of my career I have had something to do with the construction of arterial roads providing nearly a thousand miles of building frontage. That ought to have provided a very wide scope for the energies of talented architects, but as I drive along those roads I can see very little evidence that anything but chance has controlled their development.

Let me give you an instance from one of the arterial roads. There is a circus on that road, and the most conspicuous feature on it is two great hoardings, measuring perhaps thirty feet by fifteen and massively constructed. One proclaims that a certain potent drink is good for you, thanks to one particular distiller ; the other, by way of corrective, asserts that some beneficial drug has the effect of producing a beautiful complexion and adding generally to a woman's attractions. When a bomb fell near by, these hoardings and a number of houses were badly damaged. Some of the houses, after the lapse of fifteen months, are not yet repaired ; but within a week of the bomb falling, those two hoardings were up again, newly painted and with all the woodwork made good, although apparently there was no material or labour to repair the houses in the neighbourhood. That illustrates the incongruity that haunts our arterial roads.

It is a great pity ! Foreigners who fail to read the leading articles in *The Times*, or to visit exhibitions at the National Gallery, will judge our culture and our achievements by what they see from the roads. They form the permanent exhibition of British art ; and I am sometimes sorry to think of the impression that the foreigner may gain.

The most important of our communications is the Thames. There is no finer art gallery in this country than that which the Thames might furnish. London's prosperity and beauty are based on the Thames. The respect which we show to the river in practice, however, may be judged from the view that one gets when, from the south bank, one tries to catch a glimpse of St. Paul's Cathedral ; obviously we do not consider that our communications are really worth cultivating. How long will it be before we carry out the schemes, now eighty years old, for extending the Thames Embankments ? Sir Joseph Bazalgette was responsible for putting forward schemes for a southern embankment and for extending the present Victoria Embankment, but nothing has yet been done. Napoleon I declared that when he captured London he would provide it with proper embankments, but, fortunately or unfortunately, he did not have the opportunity of carrying out his scheme. Do let us think of the effect produced on a visitor by our communications ; contrast, for example, one of our London railway stations with the Waverley Station at Edinburgh, from which the traveller can step straight out into Princes Street Gardens, and from which he will get an impression of Edinburgh which he will carry with him all through life, because first impressions are always the most lasting.

By way of contrast, again, let us compare King Street, Hammersmith, a thoroughly commonplace road, with no sign whatever of any architectural care having been bestowed on it, no sign of any grouping of buildings, with the road through Chipping Sodbury, which is lined with appropriate buildings, all much of the same period. At one end, where this wide High Street runs out into the open country, one building on each side of the road projects over the footpath, imposing limits on the view. It is wearying to look at an unbroken perspective, and the effect of breaking the endless perspective is produced in this case by the projection of these two houses. I have passed through Chipping Sodbury only once, but I shall never forget that feature of it. I hope that the new road leading down to the new bridge across the Severn will pass close to Chipping Sodbury, but without touching it.

Turn now to what I would call a " bye-law neighbourhood," laid out with 40-ft. streets and houses with 15-ft. or 20-ft. backyards, all in accordance with the best local government traditions, with nothing to offend any bye-law. How disheartening the result ! If one has to walk down a number of such streets one begins to wish that one had not started out on the journey at all. I hope that in future communications will be treated under architectural guidance to produce something less monotonous and less depressing than this kind of development usually is.

To show that we can do very much better, we have only to think of Lord Street, Southport, a street which no one could traverse without remembering it for years afterwards. It is as fine an example of a good street as is to be found anywhere in this country, and for a town of that size it is very praiseworthy. The Avenue des Champs Elysées is considerably longer, but, having regard to the enormously greater size of Paris, I am not sure that Southport has not beaten it. The Avenue des Champs Elysées is a very fine example of a nobly laid-out thoroughfare, and for a great part of its length it is also a parkway ; and it has the great advantage of linking the magnificent Place de la Concorde at one end with the Arc de Triomphe at the other. To look along the Avenue to the Arc de Triomphe at sunset is to get one of the most beautiful prospects in Paris.

Paris is obviously a city with distinctive characteristics. Some may think that central London has not the number of distinctive features which one might expect to find in the greatest metropolis of the world ; and, when using the term " greatest metropolis in the world," I wish we would temper our admiration of greatness by the admission that it is not only money and population which count, and that architectural nobility and grandeur are an indispensable part of a great metropolis. We have some distinctive features, such as Aldwych and Kingsway, St. Paul's Cathedral, and the Victoria Embankment, but on the whole, the plan looks rather like a rusty boiler plate, and there are not many features that abide in the mind when one is travelling elsewhere.

We have neglected planning in the past ; we have failed to create a plan and stick to it. Better have a bad plan and stick to it than have no plan at all ; it is more intelligent, I am sure. Our American cousins commissioned Major L'Enfant to prepare a plan for Washington almost exactly a hundred and fifty years ago, and it is still admired as a noble piece of work. The monotony of uniform rectangles is broken by some fine diagonal roads and some magnificent spaces at junctions. But, best of all, the plan has been allowed to hold good, and the town has been developed, and is even now being developed, always on the basis of the original scheme.

The actual pace of development of a town is almost entirely regulated by communications and their improvement. The development of Ealing, for example, proceeded slowly from 1871 to 1901 and then, with the electrification of the District Railway, shot forward amazingly in the next ten years. Anyone concerned with the development of towns or with town planning must, therefore, keep a very close eye on improvements in communications, having regard to their effect on the growth of population. In Hendon, where from 1915 to 1921 development was almost at a standstill, the population rose by leaps and bounds as soon as the Northern Line tube was extended.

With regard to highways generally, they should emphasise the characteristics of the landscape. Many parts of the Low Countries and the central plain of Germany are almost characterless, but the British landscape displays endless variety in a very small compass. It is amazing to see what changes of scenery one can get during a twenty-mile walk in this country. It would be a great mistake to ignore that diversity, and we should take care that our highways share that variety. We want to differentiate rather than to standardise. There is too much talk of standardisation nowadays : let us have differentiation wherever it can be attained !

An example of a street with characteristics of its own is St. Peter's Road, St. Albans, with a good carriageway in the centre, two lines of trees, and then little lateral carriageways or service roads down the sides, an excellent idea which ought, I think, to be much more widely adopted than it is at the present time.

Then let us think of country lanes winding through a string of villages and for some part of the way, perhaps, bordering a trout stream. Most of us can recall lanes of that kind in the Cotswolds and elsewhere. It is a great mistake to suppose that such lanes must be widened to provide for an ever-growing volume of traffic to rattle through these villages. Too many villages have already been spoilt by a transformation of that kind. If such a development is unavoidable, it is sometimes possible to set the footpaths

Lord Street, Southport

behind the hedges and leave the trees in the hedgerows. If there are bridges, do not replace them at once by reinforced concrete structures, but try to modify them and build a simple addition at one side. I have seen very pleasant work done with oak piles and oak decking. It is better to by-pass a string of villages ; and, as six or eight little by-passes in succession become very wearisome and are baffling to traffic, the best course is to construct a parallel avoiding road and leave the lanes untouched, to serve the farmers' traffic for which they are best adapted.

As an example of what may be done, in Salisbury the road from the direction of Bournemouth crossed the Avon by the narrow Harnham bridge dating from the fourteenth century. It would have been absurd to try to improve that road and destroy the characteristics of the Gothic bridge ; so that was left untouched, a source of pleasure to anyone interested in antiquities, and an entirely new approach was cut, incidentally opening up a notable view of the cathedral.

Whenever a by-pass is constructed, every road engineer would like to see the greatest emphasis laid on the difference between the High Street and the new by-pass. Everything should go by contraries. The old High Street should have the shops ; the by-pass should have no shops at all. Down the High Street there will be a continuous row of house-fronts, right up to the back of the pavement ; along the by-pass, if you cannot reserve the frontages for playing fields, let houses be built with their *back* gardens running down to the by-pass ; do not attempt to have the fronts facing the by-pass. I know the objection is occasionally raised that, if you do that, people going along the by-pass will be able to see the washing hanging out in the back gardens. That is no disadvantage. There can be a screen of trees ; but those who read Pepys will remember with what rapture he enjoyed the view of Lady Castlemaine's washing hanging in one of the gardens near Whitehall. Why disparage the display of washing ?

To return to this differentiation ; the High Street is for stopping traffic, vans calling at the post office, the shops and so on, while the by-pass will be for through traffic, and stopping traffic should be discouraged. Where there is room for them, cycle tracks should be provided, especially if there are factories in the neighbourhood. There is no better way of using the land adjoining a by-pass than for playing fields, and I am glad to say that along some of our by-passes that has been done. The East Ham by-pass in Essex is lined for a considerable distance with playing fields, which are a great joy to the local inhabitants and an equal joy, I am sure, to the people who pass through. Needless to say, the by-pass should have no intersecting roads at all ; there should be a clear run. For that reason, it is sometimes very convenient if the by-pass is at a different level than the village streets. Sometimes the configuration of the ground makes it possible to place the by-pass on ground which is much higher or much lower than the other streets, and then it is possible by bridging or by subways underneath the by-pass to save it from becoming an impediment to the residents in the old town. If the by-pass is of any great size and in a very

busy area it may be necessary to allow for some frontage development, but in that case service roads should be provided, so as to segregate stopping traffic from through traffic.

Coming now to the smaller roads, before you begin to widen a second-class road by the usual process of uprooting the hedges, and so on, you should consider whether it is not wiser and better to provide a second carriageway entirely distinct from the first. That makes a very pleasant feature, and it enables the new road to be made, incidentally, without interfering with the traffic on the old one. Everyone who drives a car knows how very much pleasanter and safer it is, especially in foggy weather, to drive on a carriageway reserved for one-way traffic, where there is no danger of a head-on collision.

On Class 1 roads we shall all admit, I think, that in the long run there must be a complete segregation of up and down traffic ; the 30-ft. single carriageway that we find on so many of our highways is a nerve-racking thoroughfare for motorists ; the middle 10-ft. lane is a no man's land. Its use is ambiguous, and in misty weather when you want to overtake the vehicle in front of you, you are anxious lest, in the course of doing so, you may meet a vehicle travelling in the opposite direction. I have driven about sixty miles to-day along roads in Essex, and I had no feeling of assurance of safety in this hazy weather, except where there was segregated traffic and entirely independent dual carriageways.

Another great advantage of the dual carriageway is that it lends itself to flexibility and variety. There is no reason why the two carriageways should be at exactly the same level. On " sidelong " ground it is better that they should not be on the same level. There is no reason why the central grass strip or shrubbery should always be of the same width ; it can be judiciously varied. You can preserve a large number of old trees in your central reserve, trees which stood formerly in the hedgerow. I notice that that has been done in widening one of the roads near Chelmsford, where hundreds of old trees have been saved, adding immensely to the attractions of the road, and providing shade for a picnic lunch.

On new roads and by-passes the mistake has sometimes been made of assuming that it is necessary to acquire land in such a way as will make it possible to keep a precisely identical width between the fences for the whole length of the road. On this point I know that Mr. Patrick Abercrombie agrees with me, because we corresponded about it a little while ago. A pleasant effect can be produced by seizing any excuse to vary the boundaries of the highway. There is no reason to destroy a hedge which happens to follow a more or less devious line and put a straight fence in its place ; if you buy the land up to the irregular line of the hedge the road will have a verge of varying width, enabling picnic parties to take advantage of the wider stretches and troops to rest there. When cattle are driven along the road they can rest under the shade of the hedge. Do not assume, therefore, that there must necessarily be an unvarying width between the fences of your highway, but seize every reasonable excuse for irregularity.

An example of variation in the width of the central reserve is provided in a capital city which I hope that our troops will soon be inspecting. The road has been driven through some of the older parts of the city, and the central reserve varies considerably in width, following the groupings of adjacent ancient buildings. I spent some time in this capital when the work was going on, and Mussolini was good enough to provide me with motor transport to see other schemes of his which were being carried out. I noticed an impatient expedient which was adopted in Italy. Mussolini could not wait for trees to grow, and therefore fully-grown trees were brought from a great distance, lying on two or three lorries, and then planted in a deep depression which during the whole of the following summer was kept filled up with water, to enable the tree to take hold ; once or twice a day the firemen came along and directed a hose over the top of the trees, to give them every chance to develop as rapidly as possible. The street to which I have referred has not been universally welcomed, because its construction has involved the demolition of a great part of the so-called cinquecento Rome of Renaissance days, which now lies under the pavement of the carriageways.

A vigorous piece of work, carried out with greater precision, which will ultimately, I hope, be inspected by the men of our Navy, is the new East-West road in Tokyo, constructed after the great fire. It has the same system of double carriageways with a central reserve. In Tokyo several roads of great width have been constructed in order to avoid the risk of the spread of fire, as Tokyo was at one time, if not now, very largely constructed of wood. Future events may perhaps show the wisdom of providing against fire-risks.

With regard to the relationship of roads to housing estates, everyone knows how disastrous it would be to allow a great arterial road to pass through a housing estate. In Nottingham there is a pleasant example of a housing estate which is self-contained, with nothing in it whatever to encourage through traffic, and merely skirted by the main road, along which there is no continuous building at all. That emphasises the point which I made about differentiation. The motorist gets his rapid transit, and the residents on the estate enjoy peace and quietness.

In future we may hope to see the idea of the " close " adopted to a much greater extent—that is, blocks and groups of houses disposed round a small lawn, entirely free from any direct contact with a main road. Mothers of families find an immense advantage in being able to let their children play not merely in the back garden, and certainly not on the footway and carriageway of the main road, but on a lawn which is common to six or ten cottages. I have often heard parents express their appreciation.

Parkways are becoming more common in England than they used to be, although we do not use the term " parkway " as freely as our American cousins. There is a good example in the Manchester estate called Wythenshawe of a very fine piece of development of that kind. Great care has been taken there to adopt a layout which will permit the preservation of all the old trees. There are fine instances in Surrey of what can be done to render these widened or new roads attractive. The Dorking-Reigate road, no doubt, looked a little raw when it was first laid out, but after ten years the vegetation under skilled guidance has healed the scars and produced the effect of a particularly striking and handsome parkway.

It is to be hoped that some conspicuous example of a parkway will be set up before long for the credit of London. There are several roads which would lend themselves admirably to Parkway treatment ; in particular, there is the Orbital Road, parts of which are already in being and other parts of which will no doubt be carried out from time to time. It passes under the Thames between Dartford and Purfleet, where the pilot tunnel has already been driven, and passes round the North of London, by Hatfield, leading ultimately to the new bridge over the Thames at Egham, and continuing through Kent and Surrey. When it is finished it will have a length of some 125 miles, and it can be made without much difficulty one of the most striking pieces of road engineering and landscape gardening that the world can display. The scenery along the road is very varied. Near Brentwood it reaches a height of about 300 feet ; further on, there is a superb view of the Abbey of St. Albans. In Kent and Surrey it passes through exceedingly beautiful country, and by traversing the whole road the visitor would be shown the enormous variety of English scenery in the course of a short journey of 125 miles round London. There are no long straight lines along the road. I agree that straight lines are very disheartening and tiring. I remember a parody of Hiawatha written during the last war and supposed to be uttered by a soldier who had been marching along the straight roads of Flanders—

> " Many miles my tired Arthur
> Tramped along those endless highways,
> Endless as a summer evening,
> Straighter than the wife of Cæsar."

That sort of thing is avoided on this road.

I have tried to show you the great variety that English scenery offers, and I have dealt with the domestic rather than the stately side of my subject, for if the English have one quality more than another strongly developed, it is their dislike of what I may call

the heroic and the grand. You see an illustration of that in the national legends. Go to Rome, and everywhere you see reminders that Romulus and Remus were suckled by a she-wolf, but in London we like to dwell on Dick Whittington with his bundle and his cat. In Germany you will find magnificent illustrations and poems dealing with the Teutonic demi-gods carousing in Valhalla; we picture King Alfred sitting by the hearth and letting the cakes burn because of his incompetence as a cook. That is the kind of domestic scene which appeals to us.

That has something to do with our distrust and our dislike of the somewhat heroic measures of motorways, cloverleaf traffic intersections and so on, which play such a large part in the U.S.A., and which are undoubtedly of great assistance to motorists. The Brooklyn entrance to the Interborough Parkway, for instance, enables traffic to proceed in any direction without interfering with or checking the movement of other traffic. The "grade separation" of roads, as it is called, with roads crossing at different levels and spur roads enabling traffic to pass from one road to the other without inconvenience, is another example of the same kind. The Triborough road bridge development in New York enables traffic to pass out of New York without let or hindrance at a speed of 30 to 50 miles an hour, and will enable that speed to be kept up to within a mile and a half of the centre of New York. The most elaborate arrangements are made to enable traffic to pursue its course without interfering with other traffic. An immense amount of space, as in the case of the approaches to the new George Washington bridge, is devoted to projects to assist the easy movement of traffic. If ever we adopt projects of this kind, we may have to scale them down a little to suit our more modest landscape.

The "cloverleaf" device for facilitating the movement of traffic in this way may be thought to be ugly, but if it were on the scale of an Elizabethan "knot" garden it would be called a charming piece of work; the plan is much the same. At Hatfield House and elsewhere in Elizabethan gardens, the layout of the beds often resembles the cloverleaf; we must not be alarmed at it, therefore, simply because the scale is a little unfamiliar.

Some work of this kind has been done in this country, and the Silvertown Viaduct is a great credit to the engineering and architectural professions. It enables traffic to pass over different roads, railways and so on, without interference, and incidentally it gives those who use it a view of the docks which has never been offered before.

One scheme which I should like to see executed some day is an underground road connecting the Paddington district with Battersea and South London.

Kensington Gardens and the Parks are one of the finest features of London, but they constitute a considerable barrier to traffic going north and south. The last thing we want to do is to ravage the parks by carrying roads through them, but it would be possible to have a tunnel under Kensington Gardens from Paddington south-westwards without in any way injuring the amenities of the parks or interfering with the pleasure of those who use them.

Having referred to several American viaducts, I should like to mention an English specimen which has many admirable features, the viaduct recently opened, though not yet completed for its full width, carrying the Western Avenue across the Colne valley and so connecting Middlesex with Buckinghamshire. Mr. Davidge was the architect. The scheme is one of great boldness. It does nothing to injure the landscape, while motorists and pedestrians who use the viaduct will gain a view of the Colne valley, which would almost justify the construction of the viaduct, even if it was not necessary for traffic purposes.

When I reach this final stage of a lecture I always remember an incident which occurred some years ago, when I was speaking on the subject of road-traffic. My then Minister had instructed me to utter a stern warning on the subject of the appalling death roll on the roads, and so when I got to this stage I referred to the appalling loss of life and limb on the roads, and, to bring it home, I added: "Let me tell you that during the short time that I have been speaking, at least one man has lost his life and twenty have been seriously injured." At that, a voice at my side said, "Well, then, don't you think it's time you stopped?"

The meeting closed with a vote of thanks to the lecturer, proposed by the chairman.

ARCHITECTS' BENEVOLENT SOCIETY

Annual General Meeting, held at the R.I.B.A., on 29 April 1943

The Hon. Secretary, Sir Charles Nicholson, in introducing the Annual Report, said that it was rather striking that in the fourth year of the war the Society should have dealt with fewer applications, but this was partly due to some former applicants being now able to obtain work. Sir Charles referred to the pensioner who had been killed in an air-raid. This had been a most deserving case, of a man who had done good work in his profession, and had also served through the last war. Members would be glad to know how much happiness the award of the pension had given the old gentleman, although he had only lived to draw it for one year.

Sir Charles said that the American Fund had been a godsend, as it had enabled the Council to deal with exceptional cases, without cutting down normal assistance.

The Hon. Treasurer, Captain H. S. Goodhart-Rendel, in presenting the accounts and balance sheet, said that the Society had done very well considering the difficult times. The Half-Crown Fund had kept the Society going, a large transfer from this having been made to the general funds this year. The Council would like to be in a position to give more generous grants, owing to the higher cost of living.

The President, Mr. W. H. Ansell, in moving the adoption of the Report and Statement of Accounts and Balance Sheet, said:

We have been, like so many others, waiting for the storm, the storm of applications which, up to the present, has not come, but may, of course, still come as the older architects' savings become exhausted. It is, therefore, quite likely that we shall get many more applications in the next few years.

The matter of subscribers is not entirely discouraging. We have lost 60 subscribers, certainly, 26 of these by death, so that we have only 34 who have fallen out from other causes; against these we have gained 54 new subscribers, and that is, I think, quite encouraging.

I feel strongly that an addition to the number of the small subscribers would be a great help. We have about 1,700 subscribers, and there are 15,000 registered architects, so that there is still a great field for the smaller subscribers to come in. It would give us a really useful balance to help our cases.

The Case Committee, under the very able leadership of Mr. Alan Slater, really goes into the cases, not only as we do on the Council, but rather from the human side of the investigations. They see that the architectural basis of the application is established, and that the need is a genuine one. Applicants come not only from the older men and their dependents, but also from the families of younger men, who die before they have had an opportunity of making provision for their children. This being the case, every architect ought to support the Society, and the profession as a whole should back the Society even more than it has done in the past.

I would like to express our pleasure at the coming in of the Institute of Registered Architects and the Incorporated Association of Architects and Surveyors, which shows how the Societies can co-operate when it comes to a matter of good works. We have had the R.I.B.A. £150 as well, so that the Societies have given us very useful support this year.

Sir Edwin Cooper's death is a great loss, but the Society is fortunate in that Mr. Curtis Green has agreed to take on the Trusteeship, so that we can look forward to a good year.

There will probably be a Half-Crown Fund appeal this year.

In conclusion, Mr. Ansell congratulated all those who had helped in any way, and particularly Miss Solly, who as secretary had done so much to make the Society a success, and had established so admirable a personal relationship with recipients.

Upon the motion for the election of the President, members were reminded that in 1885 it had been decided that the President of the Royal Institute of British Architects should also be the President of the Architects' Benevolent Society. As the new President's name might not be known for some time, it was agreed that Mr. Ansell should continue as President of the Society until the new President took office, and should be elected a Vice-President as from the termination of his Presidency.

Capt. H. S. Goodhart-Rendel was elected Hon. Treasurer, Sir Charles Nicholson, Bart., Hon. Secretary, and Sir Harry Vanderpant and Mr. Charles Woodward Hon. Auditors.

Above: Parish Church of Pilar, Salvador, Baia. Date eighteenth century. An old columbarium overlooks the entrance to the right

To right: The Brazilian Press Association Building, Rio de Janeiro, by Marcello and Milton Roberto : a simple block, equipped with fixed *brises soleil*, set upon the exposed columns of a recessed ground floor

BRAZIL BUILDS*

"*A shining silver airplane rushes over the great River Amazon, endless miles of rivers winding among marshes and islands far to the West. On it speeds, bumping among clouds over desolate wastes of green hills, not a village or human trace in sight. At last the new city of Belo Horizonte sprawls below near an octopus-shaped lake; the earth becomes a place for humans again. In another hour jagged mountains rim the eastern distance with little Petropolis among the rocky peaks.*

"*The Douglas swoops down towards the marvellous bay that is Rio de Janeiro. . . .*"

This ecstatic wide-eyed paragraph at the opening of the *Museum of Modern Art* book on Brazilian architecture is characteristic of the enthusiasm and delight of this new discovery of South America by the people of the United States. The big political movement called Pan-Americanism has already had many unforeseen and surprising developments in the cultural field. It is realised, as clearly as it has ever been realised by the leaders of a political movement, that cultural understanding must underlie the political unity of the American peoples, North and South. So it is that in the United States now almost every cultural institution is turning its attention to whatever special aspects of South American culture fall within its purview.

The Museum of Modern Art has stuck its finger in this rich pie and brought out as luscious a plum as modern architecture has had dished up for it any time in the past ten years. It is probably fair to suggest that no English modern architect, or United States architect either, would have thought of including Brazil among the pioneer countries of modern architecture before the publication of this book—but here it all is. In some ways this recent modern building in Brazil is even more significant than the pre-war modern building in Switzerland, Czechoslovakia or Sweden because, coming later than the modern movement in those countries, it has swung into the social pattern with an impressive self-confident bravado, and it may be found —it is certainly too early to say this yet with complete confidence —that it has become sincerely integrated with the social and political aspirations of the Brazilian people.

Le Corbusier is foster-parent, his influence seen most clearly in the fine new Ministry of Education and Health building in Rio, for which he was consultant. Le Corbusier visited Brazil in 1936 as the guest of the group of young modern architects appointed to design the Ministry of Health and Education, and had studied the technical and æsthetic problems of Rio building and planning on the spot. His employment as consultant in the Ministry job was a direct outcome of the confidence which he succeeded in inspiring in this lively circle. With the freedom and opportunity presented by work on a grand scale for a trusting government, Le Corbusier's dramatic abilities have found more complete expression here in Brazil than they have in France at any time in the last seven years. As Mr. Goodwin says, the Ministry building shows his influence strongly, " but what is more important, it has set free the spirit of creative design and put a depth charge under the antiquated routine of governmental thought . . . Brazil has had the courage to break away from the safe and easy path, with the result that Rio can boast of the most beautiful government building in the western hemisphere."

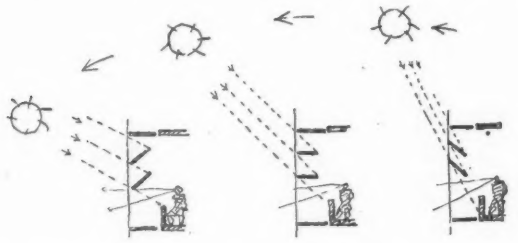
Brazilian modernists have been in an eclectic mood and several other influences can be detected, and are acknowledged, in their recent buildings. Particularly German and Italian modernism was influential both through the experience of Brazilians who had travelled in Europe and through the work done in Brazil by several refugee architects who were welcomed into the country.

An important feature of this Brazilian work is its technical competence. There was no problem here of planting an advanced æsthetic on a building industry or architectural profession unready to match the æsthetic with a correspondingly advanced technique. The Brazilians had built in concrete for many years and had received also many technical stimuli from

* *Brazil Builds : architecture new and old, 1652-1942*, by Philip Goodwin, photographs by G. E. Kidder Smith. New York : Museum of Modern Art. 1942. $5.00

the United States. Mr. Goodwin, in *Brazilian Architecture*, states that among the things which persuaded the Museum to study and exhibit Brazilian work was news of their brilliant solution of the problem of temperature control by the use of *brises soleil* or *quebra luzes*.

Hitherto there has been no efficient solution of the problem of protecting large modern buildings from sun heat. The normal American practice of using internal venetian blinds is notoriously inefficient, the glazing is unprotected and the heat is conveyed into the rooms almost as fiercely as if there were no blinds. In 1933 Le Corbusier had experimented with the use of movable outside sunshades in his unexecuted project for Barcelona, but it has been left to the Brazilians to put his theory into practice on a grand scale. In the Ministry of Health building the cool South side exposes its double-hung sash windows without protection, but on the North the floors, reduced to thin concrete slabs, are cantilevered out about four feet beyond the windows. Similar vertical slabs, also spaced at four feet, divide the façade into "a gigantic egg-crate of rectangular shapes," the upper part of each having three horizontal blue-painted louvres of asbestos in steel frames. The louvres are adjustable by a



crank inside the building to admit air, obstruct all direct sunlight and control reflected light. As the small blue planes are moved to various angles in different parts of the building, there is a charming variety of light and shade.

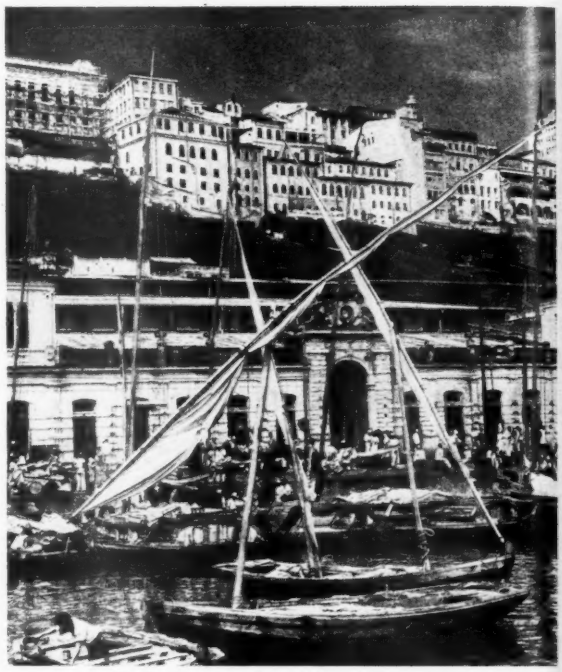
Brises soleil have been used in several buildings besides the Ministry of Health. In the Press Association and the Santos Dumont Airport by the brothers Roberto they are fixed vertical screens, in the Rio Day Nursery by Oscar Niemeyer movable vertical screens ; and other variants, fixed or movable, vertical or horizontal, are used elsewhere.

Housing has not yet been tackled on a big scale, though several schemes have been worked out and, as Mr. Goodwin says, housing and slum clearance are on the public conscience. The opposition to change from the unhealthy old type of native housing, leaf-roofed mud huts, to modern community housing is considerable ; partly, he suggests, for the very good reason that the people prefer to hang on by their teeth in their small mountain-side huts perched over the gay lights and lovely views of the city to life in mass-produced tenements on "economic" sites. So far, Mr. Goodwin comments, "housing everywhere has suffered from the Prussian spirit of the drillyard. When it can rid itself of this human beings may be willing to live in the new places that now seem worse than death to them."

The Brazilian architects have extended the modern movement in a fresh and adventurous way and have been fortunate in the measure of State patronage they have received ; the Vargas Government seems concerned to patronise the forward-looking men and has had the courage to commit the design of the most important State building in Rio into their hands and to accept Le Corbusier's direction. If this spirit can maintain its power through the difficult war-times which they are now beginning to experience, still bigger and more exciting developments can be expected.

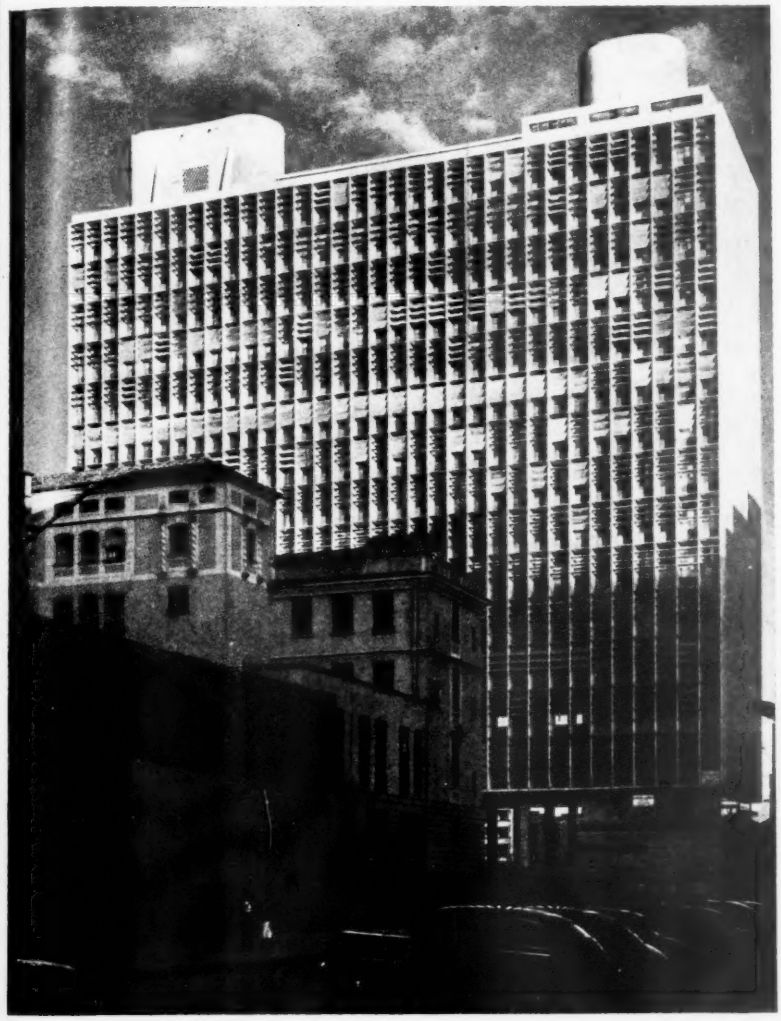
The Museum of Modern Art book is not solely concerned with modern architecture—the first 100 pages describe and illustrate the historical architecture of the country, both urban and rural,

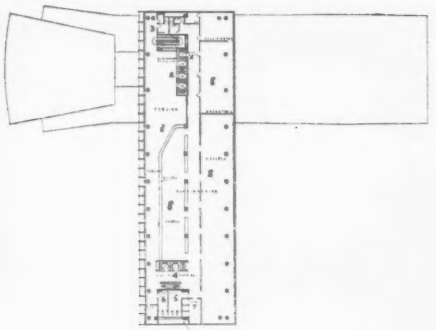
(*Concluded on page 158*)

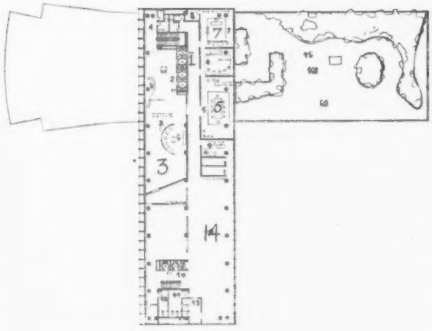


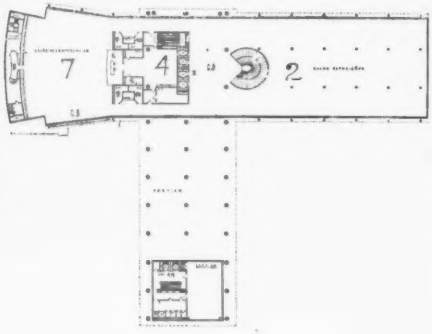
Salvador, State of Baia

Garden of Ribeiro House, Rio de Janeiro



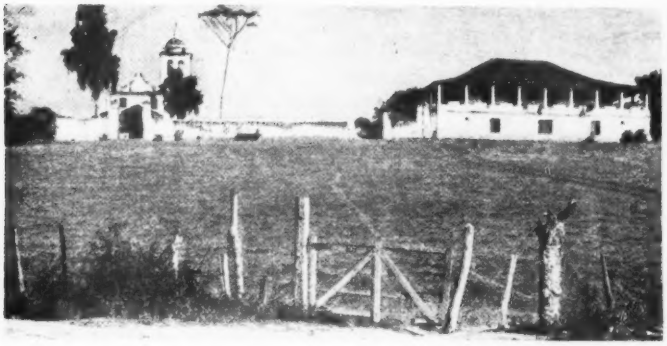


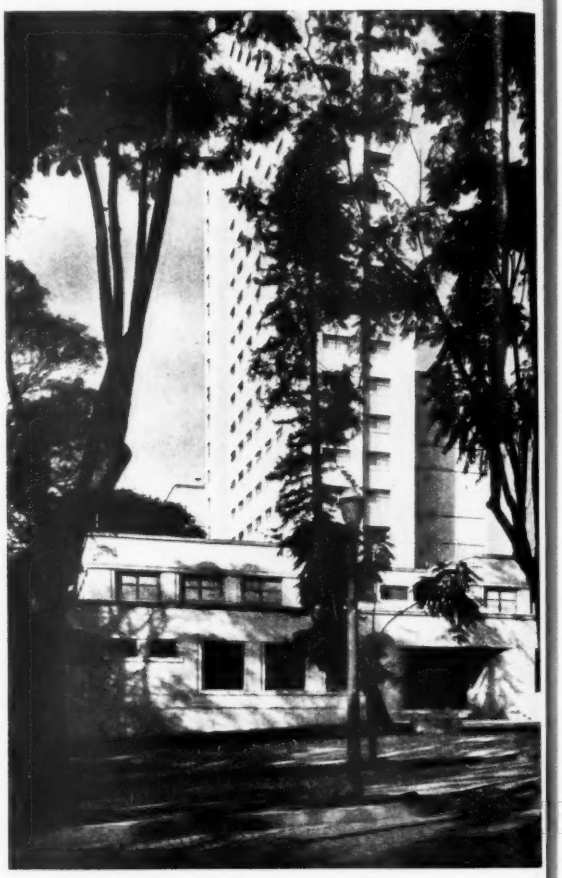




The Ministry of Health and Education, Rio de Janeiro, by L. Costa, O. Niemeyer, A. Reidy, C. Leao, J. Moreira and E. Vasconcelos. Le Corbusier, consultant. Begun 1937. Philip Goodwin writes: "Here is no skin-deep beauty. Each unusual element has resulted from fresh and careful study of the complicated problems of the modern office building"

Plans on right: Reading from botton, **Ground Floor,** 2 portico, 3 public hall, 4 Ministers' entrance, 5 information, 6 parking, 7 garage, 8 machinery, etc.; **First Floor,** 2 exhibition hall, 4 conference room, 7 auditorium; **Second Floor,** 1 Minister's lift, 3 waiting room, 5 conference room, 7 Minister's office, 14 office space; **Third Floor and above,** office space; **Fifteenth Floor** (not shown), restaurants and Minister's dining-room and roof garden



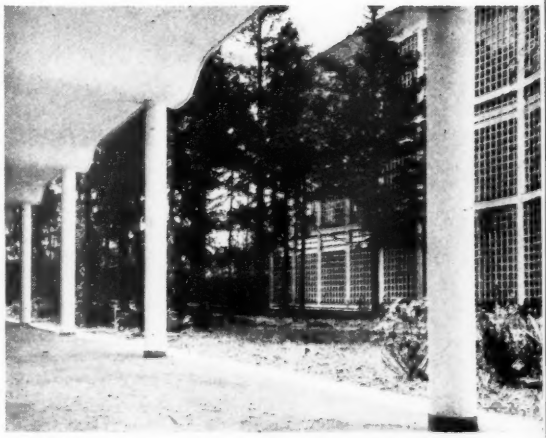


To left :

1. Fazenda Colubandé, São Goncalo, Niteroi, Rio. A typical nineteenth-century ranch or fazenda, complete with sheds, workers' housing and the owner's house and a chapel. Characteristic of old Brazilian houses is the fine contrast between the broad verandah with its sweeping view and the secluded court.
2. College of Nazareth, Belém, Para, 1789, an old solar now used as a school.

To right :

1. The public library, São Paulo, by Jacques Pilon and Matarazzo, with the Municipal Department of Works.
2. *Sedes Sapientiae* school, São Paulo, by Rino Levi, 1942.



and point out its close affinity to its Portuguese parent, from which little deviation was necessary owing to the similarity of climate in Brazil and Portugal. The contrast between the exuberant baroque of the Jesuit churches and the seemingly ascetic four-squareness of the new architecture is striking. Possibly this old exuberance will some time find its way into the new spirit—which does not, however, lack its own colourful heartiness.

Special mention is made of the admirable work of the *Serviço do Patrimonio Historico e Artistico Nacional*, which preserves the old with sympathy and skill and builds when it must in an advanced modern way.

The book is superbly well produced. The text is scholarly (and brief), the photographs good in the taking and in reproduction.

EXHIBITION AT THE NATIONAL GALLERY

"Greater London—Towards a Master Plan"

The National Gallery Exhibition of the work of the London Regional Reconstruction Committee, which is opened at about the time this JOURNAL reaches members*, is the result of the work of this Committee since their first meeting in July, 1941.

During the early stages of the work the Committee, which consists of 12 members from the R.I.B.A. and 12 from the Architectural Association, assembled and examined a considerable mass of previously published research. Contact was made with official and semi-official bodies concerned with transport and other important factors likely to influence materially the problems of replanning and reconstruction, and liaison was maintained with the Institute's Reconstruction Committee, with the various sectional groups of that Committee, and with the Royal Academy Planning Committee.

The London Region for the purposes of the Committee's work has been defined as Civil Defence Region No. 5, the area of which is about 850 square miles, with a population of about 8,500,000.

In their First Interim Report to the R.I.B.A. the Committee said :—

"London is less the product of considered planning than any other capital city in the world : more the result of instinctive human needs and impulses conditioned and inspired by the location and physical geography of the Region. It has, therefore, gradually acquired a character that is peculiarly national, natural and intimate. This "personality" is appreciated by everyone, and well- or ill-informed criticism of, and opposition to, every alteration likely to effect it will undoubtedly arise. Interested parties may be trusted to invoke the force of public opinion to further their own ends, and it is, therefore, highly important that planners should try to distinguish broadly between what has value and character, because it has arisen from positive and socially legitimate requirements, and what has come about merely from lack of foresight and co-operation.

"When this has been done, the attempt must be made to formulate proposals founded on contemporary ideals : not too rigid to stand in the way of later ones, in all cases based on what is practicable either in the near or in the more distant future."

The Interim Report of the Committee, which is being published as a booklet to accompany the Exhibition, is a comprehensive account both of their work and their recommendations for long-term planning of the Region ; it discusses, amongst many other smaller issues, the communications of the Region (railways, trunk roads, rivers, canals and aerial transport) ; the reconstitution of urban areas and the problems of density, open spaces, social and public services ; the location and planning of industrial areas within the Region and the relation of markets and docks with industry. In other sections of the Report, the Committee have expressed their views on the preservation of the historical character and natural features of the Region ; the future of the Regional Plan and how it may be achieved by long-term co-ordinated effort on the part of all interested in the future welfare of the metropolis. The Report is illustrated with a number of explanatory diagrams.

From the many discussions of the Committee it became evident, and it will be seen also from the Report, that the work of the Committee would not be formulated in any definite or comprehensive manner without an attempt to achieve some form of physical planning based on their conclusions and recommendations. Hence the plans which will be exhibited were gradually built up into a visual demonstration of the principles of regional planning as the Committee conceived them. The drawings and models exhibited will include a plan-model (6 in. to 1 mile) and a general "communications" plan of the entire Region, with detail and sectionalised ordnance maps of a similar area. Suggestions for the re-planning and adaptation of the railway systems of the Region, historical maps and analytical maps concerned with density and building growths of the past, will also be included, together with diagrams and explanatory sheets demonstrating the basis of present and future regional and local area planning.

The following is a summary of general principles which the Committee firmly believe can be broadly applied to any problem of Regional Planning wherever intense urban development is encountered :—

1. The railways and arterial roads must be considered as a part of and linked up with a national system for long-distance use by efficient fast modern vehicles unhindered by recurrent speed limits.
2. Railways, arterial roads, canals, rivers and larger permanent open spaces must be limiting factors for areas of local planning. Railways and main roads are destructive of common amenity and endanger life and limb ; these are additional reasons for insisting that such communications are fundamental "barriers" between urban, that is, built-up areas.
3. Access to arterial roads must be restricted to a minimum number of convenient points, planned in relation to local conditions ; such access should be effected by means of "fly-over roundabouts" or other types of junctions, so that fast traffic can be uninterrupted and all other traffic can use the roads safely. All cross roads and uncontrolled junctions must be eliminated.
4. Inter-communications between railways, roads, canals, docks and aerodromes must receive full consideration.
5. The areas of land between the basic network-barriers of the trunk communications and open spaces must be replanned to provide recentralised urban areas.
6. These urban areas must be self-contained communities, each with its own local civic sense and pride, each provided with its own amenities, including schools, clinics, hospitals, recreational, shopping and administrative centres and each having provision for local light and domestic trades and industries and with local distribution facilities. Definite limitations of size—area and population—of these entities must be regarded as a fundamental planning factor : it is of the greatest importance for our future life thus to provide and to protect amenity and recreate social consciousness.
7. Close analysis of urban land areas indicates the possibility of providing much greater public open space around the built-up areas, especially to provide for parkways in which the trunk roads and railways must be segregated. This policy does not imply that density of population would be increased beyond a reasonable figure ; but it does mean more green space, more air and greater all-round amenity. Much land is now virtually wasted ; it must be planned and used.
8. In many places land which is desirable for ensuring continuity of green belts and open parkways has already been built-up. Buildings on such land must be scheduled for progressive elimination as and when possible by reason of age or by change of use.
9. It is necessary, in other places, to schedule land as being unsuitable for further building development ; land thus reclaimed for amenity should be used for parkways and green belts in which should be planned the facilities for recreation, allotments, market gardens and farms and the sites for special types of schools, hostels, hospitals, sanatoria, clubs, etc.
10. Heavy industry and trades or industry destructive of common amenity must be segregated from living areas. Industrial areas must be well laid out with full welfare provisions and planned in direct relationship to the lines of trunk communications, railways, roads and canals. Some of the industrial areas should contain recentralised power services for the supply of electricity, gas, hot water and heating and others should be connected with recentralised commodity markets with adequate distribution facilities.
11. The preservation of natural features, open spaces, rivers and streams is essential. Historic buildings and other places of intrinsic merit must, with the continuity of local traditional character, be regarded as a part of planning and reconstruction.

* The Exhibition will be open to the public from Monday, 31 May, at 10 a.m.

The London Building Act and Re-erection of Bombed Buildings

Case to Counsel and Counsel's Opinion, London Building Acts, 1930, Section 13 and 22

A member of the R.I.B.A. has drawn the attention of the Officers of the Practice Committee to the many cases which must have occurred in London of buildings in existence between 1 January 1888 and 1 January 1895 being damaged or destroyed by enemy action and to which the proviso in sub-section (5) of Section 13 of the London Building Act, 1930, would apply.

The Officers of the Practice Committee wish to remind members of the importance of advising clients on the necessity for a certified plan which makes it possible for a pre-1895 building to be re-erected on ground which would otherwise be subject to prohibition under sub-section (1) of Section 13 of the Act. In cases where certified plans are in existence members would be well advised to let their clients have them for safe custody with the deeds of the property.

The Officers decided to take Counsel's Opinion on the general question and also on the suggestion that under sub-section (5) only one certificate could be given in respect of any one building.

Case to Counsel and his Opinion are printed below.

Apart from certified plans members will no doubt, with the concurrence of their clients, make the best record they can of the area and height of a demolished or seriously damaged building with a view to getting agreement with the appropriate Authority.

Counsel is consulted on behalf of the Royal Institute of British Architects.

By Section 13 of the London Building Act, 1930, no part of a new building may be erected within the prescribed distance of the centre of the roadway, but sub-section (5) contains an important saving as respects buildings in existence between 1 January, 1888, and 1 January, 1895. In such cases ground which would otherwise be subject to the prohibition contained in sub-section (1) may, provided a certificate is obtained from the District Surveyor, be again built upon by way of alteration or re-erection of the old building.

As Counsel will see from the accompanying copy letter from a practising Architect, Mr. K., a District Surveyor has expressed the view that if a building which has been re-erected pursuant to sub-section (5) is destroyed, the certificate already given by the District Surveyor would have been exhausted by the first re-erection and (it is implied from the letter) no further certificate could be given.

Since the questions involved in this expression of opinion are of considerable importance to building owners and to Architects, Counsel is requested to advise generally (and not only with particular reference to the facts given by Mr. K.) as to the effect of sub-section (5) and particularly as follows :

1. Does sub-section (5) operate in relation to an alteration or re-erection of a building whatever the reason for the alteration or re-erection, i.e. whether the owner voluntarily desires to alter or to demolish and re-erect or whether the alteration or re-erection is necessitated by damage or destruction from some accidental or hostile cause ?

2. Is the owner entitled to require a certificate from the District Surveyor only in relation to the actual building which existed between 1888 and 1895 or can the right be exercised as regards a building which has been or is hereafter altered or re-erected in place of the original building ?

3. If the answer to the second part of (2) is in the negative is any distinction to be drawn between what may be termed " voluntary " and " involuntary " demolitions ; e.g. is an owner who has once rebuilt disentitled to require a certificate even if the building has since been destroyed by fire or enemy action ?

4. If a re-erected building cannot again be re-erected, even if its second or subsequent destruction is due to fire or by enemy action, is the owner entitled at law

(*a*) to insure and recover under a Policy of Fire Insurance the value of his lost right to compensation for building land in the event of his ground within the " prescribed distance " or any part thereof being acquired under any replanning or road widening scheme ?

(*b*) to claim and recover the value of such lost right under the War Damage Acts ?

Counsel will observe that in sub-section (5) the words " or having been accidentally destroyed " do not appear to be governed by the time qualification (before 1 January, 1895) which applies to the words " having ceased to exist." It may, perhaps, be argued, therefore, that the sub-section contemplates the grant of certificates in respect of buildings which are " accidentally destroyed " *either before or after* 1 January, 1895.

Counsel's views on the above questions may perhaps be influenced by a consideration of sections 22 and 23 of the Act. These sections, of course, apply only in the case of buildings which project beyond the general line of buildings. Hence, if the destroyed building did not so project, sections 22 and 23 do not operate at all.

But, if the destroyed building did project beyond the general line of buildings, then—

5. Can the L.C.C. even if in the view of Counsel the owner is entitled to require a certificate under section 13, oppose the grant of such certificate and require the new building to be set back under section 22 or 23. In other words, are sections 22 and 23 on the one hand, and section 13 on the other hand, mutually exclusive ?

It may be observed that the wording of section 22 (2) which again refers to the 1888-1895 period, differs materially from that of section 13 (5).

6. According to the proper construction of the Act, is there any limit to the number of occasions on which the owner may under section 22 (2) re-erect, on land covered by buildings in 1888-1895, a building that has been destroyed or demolished, voluntarily or otherwise.

If the answer to question 6 is in the negative, is it possible in construing section 13 (5) for the purpose of question 2, to argue that section 13 (5) should be given a similar effect to that of section 22 (2) ?

Counsel is desired to give his opinion in relation to the questions outlined above, and also generally upon the subject and since his opinion may, for the benefit of practising Architects, possibly be published in the Journal of the Royal Institute, it is desired that the opinion will so far as is possible in dealing with questions of legal construction, be expressed in terms readily comprehensible to laymen.

OPINION

1. I am of the opinion that if an alteration or re-erection of a building is otherwise within the provisions of section 13 (5) of the London Building Act, 1930, the legal position is not affected by the reason for making the alteration or re-erecting the building, and that the person who intends to alter or re-erect the building has exactly the same rights whether he is doing it voluntarily, or because the building has been damaged or destroyed, either accidentally or by enemy action.

2. I am asked to advise whether an owner is entitled to require a certificate from the District Surveyor only in relation to the actual building which existed between 1888 and 1895, or whether the right can be exercised as regards a building which has been or is hereafter altered or re-erected in place of the original building.

Section 13 (5) of the Act of 1930 confers upon the person who desires to alter or re-erect a building which existed between 1

January, 1888 and 1 January, 1895, two powers, namely, to cause certain plans to be prepared, and to cause those plans to be submitted to the District Surveyor, and imposes upon the District Surveyor a duty to certify the plans, if he is reasonably satisfied with their accuracy. The question whether these powers can be exercised and this duty performed more than once in respect of any one building cannot be determined without reference to section 32 (1) of the Interpretation Act, 1889, under which where an Act passed after 1 January, 1890, confers a power or imposes a duty, then, unless the contrary intention appears, the power may be exercised and the duty must be performed from time to time as occasion requires. It therefore follows that plans can be prepared and submitted and must be certified from time to time unless the contrary intention appears in section 13 (5) of the Act of 1930. That sub-section applies to two different cases, namely, (1) where a person intends to alter a pre-1895 building, and (2) where a person intends to re-erect such a building. In my opinion a person cannot be said to "alter" a building which has ceased to exist without doing violence to the English language, and therefore the sub-section cannot apply to a case where a person intends to *alter* a building which has been re-erected on the site of a pre-1895 building. On the other hand, I do not consider that the same difficulty applies to the re-erection of a building, which, it is clear from the wording of the sub-section, can be done after the building has ceased to exist, and in my opinion there is nothing in the sub-section to prevent the application of section 32 (1) of the Act of 1889 to the case of the re-erection of a building. I am, therefore, of opinion that a pre-1895 building can be *re-erected* as often as may be desired, so long as the procedure laid down in the section 13 (5) of the Act of 1930 is followed. It does not appear, however, that an alteration of a substituted building would be prohibited under the earlier part of section 13 unless it amounts to an extension or re-erection which would come within section 13 (1).

3 and 4. In view of my opinion on the previous question these questions do not arise.

5. I am of opinion that the owner of a building which falls within the ambit of section 13 (5) of the Act of 1930 is not thereby exempted from the necessity of complying with sections 22 and 23 of that Act. I do not, however, consider that the London County Council could oppose the grant of a certificate under section 13 (5) of the Act of 1930 on the ground that the re-erected building would not comply with sections 22 or 23. The District Surveyor is under a duty to grant his certificate if the case falls within section 13 (5) but the grant of a certificate would be no answer to proceedings for a contravention of sections 22 or 23.

6. I am of opinion that there is nothing in section 22 (2) of the Act of 1930 to impose any limit to the number of occasions on which buildings can be erected on land which falls within the ambit of that sub-section. I do not, however, consider that any assistance in the construction of section 13 (5) is to be derived from the wording of section 22 (2), the two provisions being completely independent of each other.

G. D. Squibb.
14 January, 1943.

3, Paper Buildings,
Temple, E.C.4.

SCALE OF CHARGES FOR THE 3,000 HOUSES TO BE BUILT FOR AGRICULTURAL WORKERS

The following scale of charges has been published by the Royal Institute of British Architects and is recommended for the use of members engaged on this work.

It is understood that, generally speaking, these cottages are distributed throughout the country in groups of about ten to the area of each Local Authority and that in that area the cottages will usually be in pairs on widely separated sites.

A. Fees for Services in connection with Schemes of 20 Houses or less

Services

1. Preparing $\frac{1}{8}$-in. scale sketch plans.
2. Submitting to Committee—making variations to suit requirements and re-submitting.
3. Preparing $\frac{1}{8}$-in. scale working drawings.
4. Submitting plans to the Local Authority as required by building regulations.
5. Obtaining quotations for P.C. Sums.
6. Preparing specification.
7. Preparing necessary $\frac{1}{2}$-in. and full-size details.
8. Obtaining tenders from contractors—submitting to the Committee and arranging the contract.
9. General supervision of the work, but not constant superintendence.
10. Reporting to the Committee on the progress of the work.
11. Instructing Clerk of Works (if appointed).
12. Supplying drawings and instructions to the contractors as provided for in the Conditions of Contract.
13. Issuing certificates.
14. Making out report under the maintenance clause of the contract.
15. Setting out final accounts.

Number of houses for one Local Authority ...	2	4	6	8	10	12	14	16	18	20
Fee if on one site under one contract	£50	£80	£100	£120	£135	£150	£165	£180	£190	£200

To the above add for every additional site £10 and for every additional contract £25.

B. Lay-out

Services

1. Conferences with Local Authorities and other officials.
2. Lay-out to 1/2500 scale.
3. Detailed lay-out to 1/500 scale.

Fees

When the architect is employed to do this work in conjunction with house-planning the fees are to be :—

£1 10 0 per house.

Where a fully contoured plan of the site is not provided, an extra charge will be made for taking levels based on the time expended.

C. Roads and Sewers

Services

Preparing working drawings and specifications for roads and sewers in accordance with the lay-out plans prepared under Section B, advising on the same and on the preparation of contract, furnishing to the contractor one copy of the drawings and specifications, general supervision, issuing certificates, passing and certifying the accounts.

Fees

When the architect is employed to do this work in conjunction with house-planning the fees are to be :—

£2 5 0 for each house served from a new road.

D. Additional Services

The following services for which the architect may be employed will be charged on a *quantum meruit* basis :—

Negotiations relating to the site.

Making surveys, measurements and plans of the site or existing buildings and taking levels.

Making drawings for and negotiations with Ground Landlords and Public Authorities not referred to in Section A, paragraph 4.

Making arrangements in respect of party walls, rights of light and other easements.

Making extra drawings for the client or contractor or Clerk of Works use.

E. Abandoned Works

Where any of the architect's services have been rendered under Sections A-C of this scale and the whole or part of the proposed scheme is subsequently abandoned, reduced fees shall be payable in accordance with the amount of work done.

F. Expenses

The scale is exclusive of reasonable travelling and out-of-pocket expenses and printers' charges for additional copies of drawings and documents.

6 May, 1943.

Town and Country Planning, by Patrick Abercrombie. 2nd Edition. Home University Library. Oxford University Press. 1943. 3s.

Professor Abercrombie's small Home University Library book is the biggest thing of its kind in planning literature—without any disrespect for the many other small planning text books it can be said that none other equals this for clarity, breadth of treatment and for its amazing combination of matter-of-factness with a stimulatingly imaginative approach to the subject. The book has been out of print for several years, so that this new edition will be received enthusiastically by the many planning students, who can once more buy in it a whole university of town planning wisdom.

Professor Abercrombie has used the chance given by republication to revise the book fully without attempting, what was not needed, a full-scale re-writing. The revisions include changes of a word here and a phrase there, which demonstrate the care for accuracy with which the revision has been made (as an instance, in the description of Berlin, a reference to the eastern suburb which was "growing and was gradually shaped . . ." has been changed to "was forming and was unconsciously shaped. . . .").

More important from the point of view of to-day's readers are the small but invaluable additions making reference to the Barlow, Scott and Uthwatt Reports and the reconstruction problem. Essentially the book remains what it always was—the finest simple text book for layman or professional student on British town and country planning and the background of planning history against which contemporary British planning must develop.

The Third Report of the Simmonds Committee on the Brick Industry

The Third Report of the Simmonds Committee on the Brick Industry was tabled as a White Paper on Thursday evening, 1 April, and published by H.M. Stationery Office on Friday, 2 April, price 9d. The First Report was published by H.M.S.O. on 12 March 1942, price 6d., and the Second Report on 24 June, also price 6d.

The latest Report completes the Committee's review of the brick industry and deals principally with the present position of the industry in the technical field.

Review of Periodicals

1942-43—II, *concluded*

CONSTRUCTION, including PREFABRICATION, *continued*

BUILDING, *1942 Nov., pp. 253, 240 :*
"Houses fit for robots" : article on prefabrication by Prof. A. E. Richardson [*F.*].

COUNTRY LIFE, *1942 Dec. 4, pp. 1090-91 :*
The prefabrication of houses : article by G. A. Jellicoe [*F.*], in the series "What is wrong with building?" Illustrations.

JOURNAL, ROYAL ARCHITECTURAL INSTITUTE OF CANADA, *1942 Oct., pp. 201-3 :*
Timber connectors : article by C. D. Carruthers, with diagrams, chart and progress views.

PENCIL POINTS, *1942 Oct., p. 67 :*
Safe loads on nails (timber structures) ; data sheets.

PARTHENON, *1942 Nov., pp. 16-23 :*
Electric arc welding and its influence on the design of steel structures ; by H. V. Hill, with diagrams and views.

SANITARY SCIENCE AND EQUIPMENT, PROOFING

JOURNAL, INSTITUTION OF CIVIL ENGINEERS, *1942 Oct., pp. 365-407 :*
Treatment of water for domestic and industrial requirements ; paper by Dr. Albert Parker, and full discussion.

BUILDER, *1942 Nov. 13, pp. 419-21 :*
Insulation of steam pipes, and methods of surface temperature tests : article by Ernest Atkinson, with charts.

ENGINEERING NEWS-RECORD, *1942 Oct. 8, pp. 81-96 :*
War-time sewage disposal practice, e.g. for large factories ; group of articles.

REVISTA DE ARQUITECTURA (Buenos Ayres), *1942 Aug., pp. 349-51 :*
Solar diagrams ; by A. Chamorro and E. Fogeler.

SMOKELESS AIR (N.S. Abatement Soc.), *1942 Autumn, pp. 36-41 :*
Design and equipment in post-war housing, in relation to smoke prevention. Memorandum to the M. of H. Central Housing Advisory Committee's Design of Dwellings Sub-Committee.

HEATING AND VENTILATING (N.Y.), *1942 Sept., pp. 27-9 :*
Ultra-violet in air-conditioning systems, as "weapon against harmful bacteria."

HEATING AND VENTILATING (N.Y.), *1942 Sept., pp. 43-47 :*
Amount of water vapour transmitted through building walls : article and tables of data.

ARCHITECT AND BUILDING NEWS, *1943 Jan. 1, pp. 6-12 :*
Sound insulation : illustrated article by William Allen [*A.*].

ARCHITECTS' JOURNAL, *1942 Dec. 17, pp. 395-6 :*
Sound insulation : comments by the Technical Correspondent on William Allen [*A.*]'s Cantor lecture. Illustrating cruciform plan with wing or plant barriers.

A.R.P., WAR DAMAGE, including REPAIR

SOUTH AFRICAN ARCHITECTURAL RECORD, *1942 Sept. :*
Structural aspects of A.R.P.

ARCHITECTURAL REVIEW, *1942 Dec., 1943 Jan., pp. 21-2 :*
Bomb damage, contd. : Birmingham, Liverpool.

REVISTA NACIONAL DE ARQUITECTURA (Madrid), *1941, No. 3, pp. 9-48 :*
Rebuilding, executed or in progress, of war-damaged buildings in Asturias ; illustrated articles by L. M. Pidal. With bibliography on these buildings.

REVISTA NACIONAL DE ARQUITECTURA (Madrid), *1941, No. 5, pp. 26-41 :*
Santander, Spain : rebuilding of damaged zone. Town planning and projected new buildings.

EDUCATION, *1942 Dec. 25, pp. 587-8 :*
War damage repairs to schools in Kent ; short article by S. H. Loweth [*F.*].

ARCHITECTURAL FORUM, *1942 Oct., pp. 45-50 :*
A.R.P. in schools : American methods.

PLANNING, RECONSTRUCTION (Physical and Sociological)

BUILDER, *1942 Nov. 27, p. 455 :*
"Planning" and "reconstruction" : letter appealing for use of, and suggesting, unambiguous words for the various senses.

TOWN AND COUNTRY PLANNING (including WAR DAMAGE RE-PLANNING) ; GARDENS

ARCHITECTURAL ASSOCIATION JOURNAL, *1942 Oct. :*
"A Plan for Britain" : presidential address by A. W. Kenyon [*F.*]

ARCHITECTS' JOURNAL, *1942 Oct. 29, pp. 288, 273, 276 ;*
BUILDER, *Oct. 30, pp. 368, 376 ; and other notices :*
Post-war planning : Lord Reith's speech introducing motion commending Uthwatt and Scott reports, and extracts from other speeches.

ARCHITECTS' JOURNAL, *1942 Nov. 26 ;*
TIMES, *Nov. 19-20 ; and shorter notices :*
House of Lords debate on Lord Latham's motion on reconstruction.

ARCHITECTS' JOURNAL, *1942 Dec. 10, pp. 379-82, 371, 373-4 ;*
BUILDER, *Dec. 11 ;*
TIMES, *Dec. 2 ; and shorter notices :*
Statements in the Lords, by Lord Portal, and Commons, by Sir William Jowett, on future organisation, referring to the Barlow, Uthwatt and Scott reports, and announcing the decision to form a Ministry of Town and Country Planning.

ARCHITECTURAL DESIGN AND CONSTRUCTION, *1942 Dec., pp. 245-6 :*
"Machinery of planning" : article on proposed new Ministry of Town and Country Planning, by F. J. Osborn.

ARCHITECTS' JOURNAL, *1942 Nov. 12, pp. 313-9 ; and other notices :*
Education for technics and planning : paper, following on Housing Centre address, by Max Lock [*A.*], organiser of the Hull regional survey. With chart of a regional training centre, and notes (pp. 316-7) on research work abroad, by K. Hajnal-Kónyi.

TOWN PLANNING REVIEW, *xviii No. 4, 1942 Oct. :*
The final number of the volume, begun in 1938 ; with cumulative index of authors from vol. i. Contains article on powers of authorities and owners to enter into agreements restricting the use of land.

JOURNAL R.I.B.A., *1942 Oct., pp. 215-6 :*
Uthwatt Committee : summary and review by P. V. Burnett [*F.*].

JOURNAL OF CHARTERED SURVEYORS' INSTITUTION, *1942 Dec., pp. 298-304 :*
Uthwatt Committee : third memorandum by the Institution, on the assessment of betterment in site values.

OFFICIAL ARCHITECT, *1942 Dec., pp. 540-2 :*
Uthwatt Report—town areas ; by the legal correspondent.

PARTHENON, *1942 Dec., pp. 30-35 :*
Uthwatt Report : the legal implications of its recommendations, by the Hon. Dougall Meston.

HOUSING AND PLANNING NEWS-BULLETIN, *1942 Dec.—1943 Jan.* ;
OFFICIAL ARCHITECT, *1942 Nov., pp. 498-9* :
Compensation and betterment : further summaries or reviews of Uthwatt Report. (OFFL. A. :) by a legal correspondent. (H.P.N.B. :) summary by Major J. G. Martin, secy. N.H.T.P.C., with reprint of summary of recommendations.

ARCHITECT AND BUILDING NEWS, *1942 Nov. 20, pp. 115-7* ;
ARCHITECTS' JOURNAL, *Nov. 26, p. 354* ;
BUILDER, *Nov. 27, pp. 461-2* ;
JOURNAL, INCORPD. CLERK OF WORKS ASSN., *1943 Jan.* ;
OFFICIAL ARCHITECT, *1942 Dec.* :
Beauty and utility in planning : paper by W. H. Ansell [*P.*] to Town and Country Planning Association.

TOWN AND COUNTRY PLANNING, *1942 Autumn, pp. 96-8* :
"The National planning basis" : formulation of policy, and symposium by national leaders.

ARCHITECTS' JOURNAL, *1942 Dec. 31, p. 432* ;
BUILDER, *1943 Jan. 15, p. 70* ; *and other notices* :
"The modern Domesday book" : survey of farms by the Ministry of Agriculture, to facilitate right use of land, in connection with the Scott report ; short account.

A.A. JOURNAL, *1942 Nov., pp. 38-40* ;
BUILDER, *Nov. 6* ; *and other notices* :
Civic design : address by Thomas Sharp at A.A.

JOURNAL, TOWN PLANNING INSTITUTE, *1942 Nov.-Dec., pp. 32-6* :
"The Planning of our city" (Cardiff) : lecture in an "Aspects of citizenship" series, by T. Alwyn Lloyd [*F.*].

REVISTA NACIONAL DE ARQUITECTURA (Madrid), *1941, No. 4* :
Town planning scheme for Oviedo, Spain, by G. Valentin y Garcia Noblejas.

JOURNAL OF THE ROYAL ARCHITECTURAL INSTITUTE OF CANADA, *1942 Sept.* :
"Brave new world" : a special reconstruction number of 17 articles on general or special aspects of architectural and planning reconstruction.

ARCHITECT AND BUILDING NEWS, *1942 Nov. 20, pp. 123-4, -6* ; *Nov. 27* :
Rebuilding after the war : lecture at Christ's Hospital, Horsham, by H. S. Goodhart-Rendel [*PP.*].

ARCHITECT AND BUILDING NEWS, *1942 Oct. 16, pp. 39-45* ; *Oct. 23 and 30* ;
ARCHITECTS' JOURNAL, *Oct. 22, pp. 258-70* ;
ARCHITECTURAL DESIGN AND CONSTRUCTION, *Nov.* ;
BUILDER, *Oct. 16, pp. 326-9* ; *Oct. 23* ; *Nov. 13 and 27* ; *Dec. 4* ;
BUILDING, *Nov., pp. 241-3* ;
COUNTRY LIFE, *Oct. 9, pp. 692-6* ; *Nov. 6* ;
JOURNAL R.I.B.A., *Oct., pp. 216-8* ;
NATIONAL BUILDER, *Nov.* ;
OFFICIAL ARCHITECT, *Nov.* ; *and other notices* :
The Royal Academy Planning Committee's plan for London, illustrated. CY. L. : commentary by Christopher Hussey. BR. : article by Dr. H. V. Lanchester. A. & B.N., A.J. : numerous illustrations. A.J. : official report, and comment by N. Aslan, author of an earlier scheme. J.R.I.B.A. : extracts from interim report, plan, and views. A. & B.N. (Oct. 30) : article by John Summerson [*A.*], from *The Listener*. St. Paul's area scheme in THE TIMES, Oct. 13. CY. LIFE (Nov. 6) : alternative plans by W. F. C. Holden, and the ring-road. BR. (Nov. 13) : St. Paul's views (p. 413), and Canon Alexander's opinions (p. 423). For City Corporation's see separate entry.

ARCHITECT AND BUILDING NEWS, *1942 Nov. 13, pp. 102-3* ;
BUILDER, *Nov. 13, p. 412* ; *and other notices* :
R.A. plan for London : the City Engineer's report. (BR. :) Corporation discussion.

ARCHITECT AND BUILDING NEWS, *1942 Nov. 27, pp. 12-13* :
Plans for central London : plans by R.A. and N. Aslan compared, apropos of announced meeting of the R.A. to consider both. With section and view of proposed ring road, including sunk "speed road."

ARCHITECTURAL REVIEW, *1943 Jan., pp. 23-6* :
"The new Haussmann" : R. A. Planning Committee's plans for London, article by the Hon. Lionel Brett (of "Mars") and reprodns.

ARCHITECTS' JOURNAL, *1943 Jan. 7, pp. 7-8* :
The R.A. plan : by a town-planner. Reviewing the Interim report.

ARCHITECTS' JOURNAL, *1942 Dec. 31, pp. 421-2* :
Extracts from first report of Birmingham (City) Reconstruction Committee.

REVISTA NACIONAL DE ARQUITECTURA (Madrid), *1941, No. 5, pp. 2-25* :
Town planning "reforms of a political character" in Berlin ; including new buildings (views or models) by Albert Speer and Wilhelm Kreis.

REVISTA NACIONAL DE ARQUITECTURA (Madrid), *1941, No. 8, pp. 1-14* :
"Vision of future Rome" : town planning and new buildings, also article on the new piazza surrounding the Mausoleum of Augustus.

JOURNAL, INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS, *1942 Dec. 8, pp. 213-6* :
"Vital matters relating to post-war planning"—particularly in relation to Plymouth and to coastal towns in general. Discussion opened by J. P. Watson, city engineer and surveyor. With diagram of basic planning principles for a coast town.

REVISTA NACIONAL DE ARQUITECTURA (Madrid), *1941, Nos. 6, 7* :
University city of Madrid : special numbers.

ARCHITECT AND BUILDING NEWS *1942 Dec. 18, pp. 179-84* :
"The small house and the large town : some town-planning problems." Lecture to R.I. by Prof. W. G. Holford [*A.*]. With illus. from Sweden and the U.S.

ARKHITEKTURA (S.S.S.R.), *1942 May (No. 5), pp. 35-42* ; *43-48* ; *49-52* :
Site planning and new buildings in specific quarters of Leningrad, Moscow, and elsewhere.

BUILDER, *1942 Oct. 30, pp. 379-80* ;
and other notices :
Town planning and road traffic problems : address by H. A. Tripp (Assistant Commissioner of Police) to T. & C.P. Assn.

JOURNAL, TOWN PLANNING INSTITUTE, *1942 Nov.-Dec., pp. 14-26* :
Planning for transport as a whole ; paper by R. V. Hughes. Classifications of railway routes, waterways, roads, railway stations, road transport terminals, and seaport berths ; diagram plans of railways in towns—station types, garden city, main station outside, and seaside resort.

RECONSTRUCCION (Madrid), *1942 Aug.-Sept., pp. 299-310* :
Principal squares ("plazas mayores") in Spanish American cities—long illustrated article by F. Echenique, with early plans of Lima, Mexico, Los Angeles, Panama, and others.

REVISTA NACIONAL DE ARQUITECTURA (Madrid), *1941, No. 8, pp. 15-19* :
The gardens of Stuttgart : article.

JOURNAL, ROYAL SOCIETY OF ARTS, *1942 Dec. 25, pp. 46-56* :
Post-war gardens : paper by Percy S. Cane, with views of existing recent examples, and discussion.

SCHWEIZERISCHE BAUZEITUNG (Zürich), *1942 Oct. 31, pp. 203-6* :
Cemetery garden lay-out, Nordheim cemetery, Zürich ; H. Kupli, architect.

Accessions to the Library

1942-43—II

Owing to the urgent need to economise space this list now includes entries relating only to new publications, exception being made in the case of old publications having particular reference to current demands, e.g. of those on planning and topography.

Larger gifts will be recorded by a single cumulative entry.

Accessions of drawings will be recorded only in notes.

Books presented by the publishers for review marked R.
Books purchased marked P.
**Books of which there is at least one copy in the Loan Library.*

ARCHITECTURE

YEAR BOOKS :—
BERKS, BUCKS, & OXON ARCHITECTURAL ASSOCIATION.
BIRMINGHAM & FIVE COUNTIES ARCHITECTURAL ASSOCIATION
LIVERPOOL ARCHITECTURAL SOCIETY.
A.I.A. (Membership roster : *in* Octagon *journal*, 1942 Oct.).

THEORY

EDEN (W. A.) 72.01.03
The Process of architectural tradition.
7½". x + 116 pp. + (vii) pls. Lond. : Macmillan. 1942. 6s. R.

HISTORY

FORTESCUE (G. ALAN), *illus.* 72.03 (42.565).064
Our heritage. A Bedfordshire sketchbook. Drawings by G. A— F—. Notes by "Touchstone," *pseud.*
7¼". 67 pp. n.p. : Bedfordshire Times Pubg. Co. 1942. 2s. 6d.
Presented by the illustrator [*F.*].

COOLIDGE (JOHN) 72.034 (73 L) (42) + 72.036 (73 L)
Mill and mansion. A study of architecture and society in Lowell, Massachusetts, 1820-1865. (Columbia studies in American culture, No. 10.)
9¼". N.Y. : Columbia U.P. 1942.
Presented by the American Institute of Architects.

Inf. file 92 M

STRANGE (C. H.) 72.036 (42) : 92 M

W B Moffatt. Extracts from "Charles Mathew Strange 1838-1925" by his son, C— H— S—.

typescript. 11″. [1942 or earlier.]
Presented by the Author [F.].

[LUTYENS (ROBERT)] 72.036.6 (42) : 92 L

* Sir Edwin Lutyens. An appreciation in perspective. By his son. 8″. 95 pp.+pls. Lond. : Country Life. 1942. 8s. 6d. R. & P.

PROFESSIONAL PRACTICE

72.08 : 34 (71)

CANADA : DEPARTMENT OF FINANCE—NATIONAL HOUSING ADMINISTRATION, *and* NATIONAL RESEARCH COUNCIL OF CANADA : CODES AND SPECIFICATIONS SECTION

*National building code. (N.R.C. No. 1068.)

9¼″. 422 pp. + folding pls. n.p. [1941 or -42.] ($1.)
Presented by the Council, through Mr. Gordon McL. Pitts, President of the R.A.I.C. (2).

72.08 : 34 (79)

PACIFIC COAST BUILDING OFFICIALS' CONFERENCE, *Los Angeles*

Uniform building code. 1940 ed.

Adopted . . . 1927. With revisions . . . 1939. Pubd. . . . 1940. Printing . . . 1942.

7¾″. 365 ('369'—4) pp. Los Angeles. 1940 (1942). R.

WOODFALL( ) 72.08 : 347.23

Law of landlord and tenant.

24th ed. Cumulative suppt. No. 3. . . . to Oct., 1942. By L. A. Blundell.

8″. Lond. [1942 or —43 Jan.] P.

DAVIES (B. PRICE) 72.08 : 608.375] 728

Specification for houses.—Schedule No. 2.

3rd ed. 12½″. (iii)+74 pp. Cardiff : Bg. Estimator. 1938.
Presented by Mr. F. R. Judson.

Earlier eds. in Ref. and Loan Libraries.

72.083.121

*Estimating for buildings and public works, 9th ed., 1939 :

*Suppt. issued to . . . 9th ed. . . . chief addns. and revisions made in the 10th ed. . . . Jan. 1943.

pam. 9¾″. n.p. [1943.]
Presented by the Author (2).

CRESWELL (H. B.) 72.083.25 : 82—3

*Jago *v.* Swillerton & Toomer.

7¼″. xii+164 pp. Lond. : Archl. Press. 1931.
Presented. To Loan Library.

72.083.4 : 658.8

AUCTIONEERS' AND ESTATE AGENTS' INSTITUTE OF THE UNITED KINGDOM

Scales of professional charges.

Revised ed., reprint. pam. 6″. Lond. 1941 (1942). R. Issue desk

72.088.5 (083)

ARCHITECTS' REGISTRATION COUNCIL OF THE UNITED KINGDOM

Register of architects.

"Volume nine." 31 Dec., 1941. [1942.] 4s. R.

72.089 file

MINISTRY OF HEALTH 72.089 : 69.07

The Building and Civil Engineering (Restriction on Transfer) Order, 1941. [Revision of exemption directions in Circ. 2556.] (Transfer of . . . employees . . .; obligations on employers . . . when employees leave . . .) (Circular 2756.)

leaflet. 9¾″. Lond. 1943. R. (2).

INCORPORATED SOCIETY OF AUCTIONEERS &c.

[Report, &c. . . . for . . . 1942.] 1943. R.

LOCAL GOVERNMENT (generally)

352

NATIONAL ASSOCIATION OF LOCAL GOVERNMENT OFFICERS : RECONSTRUCTION COMMITTEE

Interim report on the reform of local government structure.

pam. 8¼″. Lond. [1942.] 6d. R.

BUILDING TYPES
(CIVIL)

HARTNELL (A. P.) 725.21

*Shop planning and design.

11″. (text and pls. *reprd.* ½-tone.) [Lond.] ? priv. prin. [1942.]
Presented by the Author, of Messrs. Geo. Parnall & Co. (2).

× MS.

SMITH (E. W.) 725.28

The Smaller provincial abattoir. (Thesis for Final Examination July.)

typescript & *Repr. of D.* 10¼″. [1942.]
Presented by the Author,

725.571 (72 M).

[MEXICO :] FUNDACIÓN MIER Y PESADO—ORFANATORIO SAN ANTONIO Y SANTA ISABEL

Fundación . . . Orfanatorio &c.

pam. 10″. [? Mexico. 19—.]
Presented through the British Council.

IMPERIAL WAR GRAVES COMMISSION 725.945.1+726.825.1

Annual reports : 19th [on 1937-38], 20th [on 1938-39].

each 9¾″. Lond. : H.M.S.O. 1939, —40. 1s.

The Care and marking of war graves. (Aug., 1941 : Feb., 1942.)

leaflets. 9¾″. Woburn Green. 1941-42.
Presented by Lieut.-Col. F. Higginson [A.], Director of Works.

725.95

STEINMAN (D. B.) *and* WATSON (SARA R.)

Bridges and their builders.

8½″. xvi + 379 pp. + pls. New York : Putnam. [1941.] ($3.75.) R.

(RELIGIOUS)

DRUMMOND (A. L.) Inf. file 726.52.036

A Century of chapel architecture 1840-1940. (*From* Congregational Quarterly, [Oct.].)

extract. 9¾″. [1942.]
Presented by Dr. Drummond, the author.

DANIELL (A. E.) 726.54 (42.12)

* London city churches.

2nd ed. 8o. Lond. 1907. (10s. 6d.) P. (secondhd.)
To Loan Library.

1st ed. 1895 in Reference Library ; 1907 ed. formerly in Loan Library, missing.

726.54 (42.12).025 (06)

FRIENDS OF THE CITY CHURCHES *or* ASSOCIATION OF FRIENDS &c.

[Statement of policy ; rules.]

pam. 8½″. n.p. [1942.]
Presented by Mr. E. Llewellyn Williams [A.], the Hon. Secretary

(EDUCATIONAL)

× MS.

FIRTH (J. R.) 727.1.093.8

The Planning and design of open air schools. (Thesis for Final Examination, Dec.)

typescript, *Ink D.* & *Repr.* 13″. 1942.
Presented by the Author.

TURNER (PHILIP J.) Inf. file 727.8 : 727.3 (42.57 O)

The Bodleian Library building at Oxford University. (*From* McGill News, winter.)

leaflet. 11″. [Montreal. 1942.]
Presented by the Author [F.].

ORMEROD (JAMES) 727.8 : 940.7

*Library planning after the war. (*From* Derby Public Libraries, Book list and bulletin.)

pam. 9½″. Lond. 1942.
Presented (2) *by the Author,* F.L.A.

SCHOOL LIBRARY ASSOCIATION 027.8 : 373] 940.7

The School librarian. Vol. iii, No. 2 (Dec.). [Containing :] Draft report of panel on secondary school libraries in post-war reconstruction.

pam. 9¾″. n.p. 1942.
Presented by the Association, through Mr. C. A. Stott, Acting Editor.

(DOMESTIC)

ARTARIA (PAUL) 728.03 (494) : 694.1

Schweizer holzhäuser : aus den jahren 1920-1940.

2nd ed. 9″. Basel : Wepf. 1942. 10s. 6d. P.

Earlier work, without sub-title, 1936, in Library.

728.094 : 940.7 + 728.933.1 : 940.7 + 696.6 : 940.7

ELECTRICAL ASSOCIATION FOR WOMEN

E.A.W. Point of view on post-war reconstruction. Interim report. Collated by Elsie E. Edwards. [Education ; housing and kitchen planning ; electricity.]

pam. 8¼″. Lond. [? 1942 or -43.] R.

ROYAL COLLEGE OF PHYSICIANS OF LONDON 728.1

*Memorandum . . . at the request of the Central Housing Advisory Committee of the Ministry of Health. Design of dwelling houses.

pam. 8¼″. n.p. [1942.]
Presented by the College (2)

CEMENT AND CONCRETE ASSOCIATION 728.1 (42) : 940.6] 693.51
Interim report on the use of concrete in houses built during the war. A summary of constructional methods *&c.*
replica typescript. 13″. 1942. 2s. R.

LEAD INDUSTRIES DEVELOPMENT COUNCIL 728.67 : 698.1
Technical publications : bulletins :
*No. 11. Farm painting.
pam. 9½″. Lond. [193—.] R. (2).

ALLIED ARTS & ARCHÆOLOGY

HEYTHUM (ANTONIN) Inf. file 7.02 : 37 (73)
A New venture in design instruction. (*From* Architect and Engineer, *U.S.*, cxlvii, 3, Dec.)
extract, as reprint. 11″×8½″. 1941. *Presented.*
Inf. file 7.02 : 37 (73)

PASADENA : CALIFORNIA INSTITUTE OF TECHNOLOGY
Alumni Review : v, 4, June.—Industrial design section. (Reprint.)
pam. 12″. [Pasadena.] 1942. *Presented.*
7.034 (73) (42)

SOCIETY FOR THE PRESERVATION OF NEW ENGLAND ANTIQUITIES, *Boston, U.S.*
Old-time New England. The bulletin *&c.*
Vol. xv, No. 4 (serial No. 40) (Apl.) ; xvi, 1 (serial 41) (July).
9¾″. Boston. 1925. *Presented by the Editor.*

SOCIETY OF ANTIQUARIES OF SCOTLAND
Proceedings. Session 1941-2. Vol. lxxvi. 7th S., iv. 1942. R.

SOCIETY FOR THE PROMOTION OF HELLENIC STUDIES
Report for . . . 1940-41. [? 1941-43.] R.

ATHENS : BRITISH SCHOOL AT ATHENS
Annual. xl. Session 1939-40. 1943. £2 2s. R.

BUILDING SCIENCE

BRITISH STANDARDS INSTITUTION
Indexed list *&c.* 2nd Suppt. 1943. R.
058 [69 (71)+72.036.6 (71)

DAILY COMMERCIAL NEWS AND BUILDING RECORD, *Canada*
Annual review & forecast. (12 Jan.)
15¾″. n.p. 1943. R.

WHERE TO BUY
No. 23. 21st yr. 1942 issue. [? 1942 or -3.] 2s. 6d. R.
69 : 37

MINISTRY OF LABOUR AND NATIONAL SERVICE *and* MINISTRY OF WORKS (*formerly* MINISTRY OF WORKS AND PLANNING)
*Training for the building industry.
pam. 9¾″. Lond. : H.M.S.O. 1943. 1d. R. (2).
69 : 37

MINISTRY OF WORKS AND PLANNING : CENTRAL COUNCIL FOR WORKS AND BUILDINGS—EDUCATION COMMITTEE
Report on training for the building industry.
pam. 9¾″. Lond. : H.M.S.O. 1942. 1s. R.

STRUCTURAL ELEMENTS

LEAD INDUSTRIES DEVELOPMENT COUNCIL 69.02 : 699.82
Technical publications : bulletins :
*No. 8. Weatherings. The protection of exposed surfaces, ii.
pam. 9½″. Lond. [193—.] R. (2).

BUILDING PRACTICE & INDUSTRY

[PERCIVAL (DAVID) *and* MASSIE (ALEX)] 69.08 (47)
The Building industry in the U.S.S.R. (Marx Meml. Liby. & Workers' School. A Marx House syllabus. 11.)
pam. 7¼″. Lond. : Lawrence & Wishart. [1942.] 6d.
Presented by Mr. Massie, of Marx House.

MINISTRY OF LABOUR AND NATIONAL SERVICE
69.08 : 331 folder
Building and Civil Engineering (Restriction on Transfer) Order, 1941.—New directions *&c.* [to be published]. (E.D.L. 85.) [Alterations to exemptions.]
leaflet. 8½″. Lond. 1942. R.
69.08 : 331
Press notices.
(Nov.) 1942—.
69.08 : 331 binder

MINISTRY OF WORKS AND PLANNING 69.08 : 331.2] 940.6
[Payment by results.] Notes for guidance on the application of the system of payment by results.—Essential Work (Building and Civil Engineeering) Order, 1941. (Dec.)
pam. 9¾″. Lond. : H.M.S.O. 1943. 1d.
Previous 'Notes for guidance' (P.R. Notes 1-3), 1942 Jan., May, and Sept., in Library.
Payment by results. Trade operations for which bonus rates have been fixed up to . .. Dec. 1942. Memorandum on Essential Work (Building and Civil Engineering) Order, 1941.
2nd ed. [of M. OF W. AND BUILDINGS Memo.]. pam. 9¾″.
Lond. : H.M.S.O. 1943. 6d. R.
1st Memo., 1942, in Library.
69.08 : 666] 382.6 (058)

EXPORT GROUP FOR THE CONSTRUCTIONAL INDUSTRIES
Annual report : 2nd, [for year ending] 30 Sept., 1942.
9½″. Lond. [1942 or -43.] R.
69.088 (062.4)

ASSOCIATION OF BUILDING TECHNICIANS (*formerly* ASSOCIATION OF ARCHITECTS, SURVEYORS AND TECHNICAL ASSISTANTS, *q.v.*)
Production committees for building and the technician's part in them.
pam. 8¾″. Lond. 1942. 6d. R.

MATERIALS

Inf. file 691 : 620.193.53 (41.5)

LEONARD (A. G. G.), MCVERRY (BRIDGET P.), *and* CROWLEY (D.)
Atmospheric pollution in Dublin during . . . 1941. (*From* Rl. Dublin Socy., Scientific Proc., xxiii, No. 3.)
extract. 10½″. 1942. *Presented.*

BRITISH STANDARDS INSTITUTION 69 (083.74)
691.161 : 69.025.3
B.S. 1076 : Mastic asphalt for flooring.
1942. 2s. R.
69 : 940.6 binder

MINISTRY OF HEALTH 691.191 + 72.083.121
Economy in building construction. [Use of hessian.]—Standard schedule of prices [announcing Suppt.]. (Circular 2738.)
leaflet, dupl. typescript. 7″. 1942. R.
Enclosing M. of W. & P. : COMMITTEE ON BUILDING MATERIALS STANDARDISATION Economy in the use of hessian.
69 : 940.6 binder
691.191

MINISTRY OF WORKS AND PLANNING : COMMITTEE ON BUILDING MATERIALS STANDARDISATION
Economy in the use of hessian for pipe insulation. (E.M.8.)
leaflet, dupl. typescript. 8″. 1942.
Enclosed with M. OF HEALTH, Economy . . . (Circ. 2738).

KLINE (G. M.) 691.335+691.16/17
Plastics. (*From* Smithsonian Instn., report for 1941. Pubn. 3659.)
pam. 9½″. Washington : Govt. Printing Off. 1942. R.

R.I.B.A. 691.47 : 531.7
[Bricks.] Sizes for standard bricks. (*From* Kalendar, 1936-37.) [Including Brit. Standards Instn. recommendations, incorporated in B.S.S. 657, 1936.]
leaflet. 8½″. [1936.]
Earlier ed. (Standard sizes . . .), 1925, in Library.

LEAD INDUSTRIES DEVELOPMENT COUNCIL 691.598
Preparing tinted paint. [19—.]
Some mixing formulæ for lead paints. [19—.]
2 dupl. typescripts. 12½″. R. (2).

WHITE LEAD PUBLICITY BUREAU 691.598.622.35
*White lead paints. Why, when and how specified.—A book of reference *&c.*
9½″×7″. 160 pp. Lond. 1934. 2s. 6d.
Presented by the Lead Industries Development Council (2).

LEAD INDUSTRIES DEVELOPMENT COUNCIL
691.71 : 620.197] 691.598
Technical publications : [? bulletins :]
*No. 105. Structural steelwork in building. Its protection against corrosion.
pam. 11″×8½″. Lond. [193—.] R. (2).
Technical publications : bulletins : 691.74
*No. 2A. Lead sheet and pipe *&c.*
Revised ed. pam. 9½″. Lond. 1939. R. (2).
691.74 (084) + 69 (084)
*Lead and leadwork. Technical publications : information sheets. (*From* Burnet, Tait & Lorne, *eds.*, Architects' Journal Library of Planned Information.) [To Dec. 1939.]
12¼″. Lond. [1940.] R. (2).
Also further colln. of sheets, with leaflet front. [194—.]
691.771

WROUGHT LIGHT ALLOYS DEVELOPMENT ASSOCIATION, *Birmingham*
Guide to the properties of wrought aluminium alloys. (Information bulletin, No. 2.)
pam. 8½″. Birmingham. [1942.] R.

CONSTRUCTION

[PREFABRICATION] Inf. file 693.061
[Typescript memoranda, reprods. of drawings and photos. Chiefly U.S.]
var. typescripts, *Repr. of D.*, & *Ph.* [c. 1940-42.]

BRITISH STANDARDS INSTITUTION 69 (083.74)
B.S.S. :
693.068.34 (014)
617 : . . . identification of pipes, conduits, ducts and cables in buildings.
1942. 2s. R.
693.068.34 : 691.74
B.S. 1085. War emergency . . . for lead alloy pipes.
1943. 1s. R.

REYNOLDS (T. J.) *and* KENT (L. E.) 693.54
Structural steelwork *&c.*
3rd ed. 8½″. xii+362+(2) pp.+pls.+folding pls.
Lond. : Engl. Univs. Press. 1942. 12s. 6d. R.
693.54 : 699.81 (42.1) + 72.092.22 (42.1)

LONDON COUNTY COUNCIL
Fire protection for structural steelwork. Applications for modifications or waivers. Regulations . . . *&c.* (No. 3401.) [Including :] Information for the guidance of applicants.
pam. 13″. Lond. : P. S. King. 1938. 2d. R.
Amended in MS.
With Letter, 28 Jan. 1943 (T.P. 18.1.43) [explaining reduction in height of floors above ground level], dupl. typescript.
693.547 : 691.73 : 621.791.5

INSTITUTE OF WELDING : WELDING RESEARCH COUNCIL
Technique for the gas welding of copper. (T. 6.)
pam. 8½″. Lond. 1943. R.
Inf. file 694.1 (083.74)

GERMANY : [REICHSFINANZMINISTERIUM : DEUTSCHE NORMUNGSAUSSCHUSS]
German industrial standards. Specification for the erection of buildings in timber. (D. I. N. 1052.)
2nd ed. 1938. (Not in Library.)
Trans. by Ministry of Works and Planning : Directorate of Constructional Design.
dupl. typescript & *Repr.* 13″. 1942. R.
691.11 (083.74)
German standards. D.I.N. 4074.—Building timber. Specifications. [1939.] (Not in Library.)
Trans. by M— of W— and P— : *&c.*
dupl. typescript & *Repr.* 13″. 1942. R.

TIMBER ENGINEERING COMPANY 694.1.04
Typical lumber designs.
[Revised ed.] 11″. [1941.] *Presented by the Company.*
With loose leaflets.
694.1.04

NATIONAL LUMBER MANUFACTURERS' ASSOCIATION
Wood structural design data :—
694.18
Suppt. No. 6. Manual of timber connector construction. (Timber Engineering Company.)
[Revised ed. of T— E— C— pubn.] pam. 10¾″. n.p. [1941.] *Presented by the Company.*

TIMBER ENGINEERING COMPANY 694.18
Designing timber connector structures. [Reprint.] 11″. 1941.
Fabricating Teco timber connector structures. 1942.
Presented by the Company.

SANITARY SCIENCE & EQUIPMENT, PROOFING

BLAKE (E. H.) 696.12
Drainage and sanitation.
6th ed. 7¾″. xii + 558 pp. Lond. : Batsford. 1942. 15s. R.

BRITISH STANDARDS INSTITUTION 69 (083.74)
696.121
B.S. 1091. . . . pressed steel galvanised rainwater gutters, pipes and fittings *&c.*
2s. 1942. R. (2).

RÜEGG (O. A.) *and* SPIESER (ROBERT) 696.93
Handbuch für beleuchtung [lighting]. (Zentrale für Lichtwirtschaft [Lighting Centre].)
2nd ed. 11¾″. Zürich : [Wepf]. 1942. 18s. 6d. P.

ELECTRICAL CONTRACTORS ASSOCIATION OF SCOTLAND
Year book. 1943. [1943.] R.

NATIONAL SMOKE ABATEMENT SOCIETY
Annual report : 13th.
1943. R.
697.932 (083)

INSTITUTION OF HEATING AND VENTILATING ENGINEERS
Tables of hygrometric data for air conditioning calculations. As embodied in the Guide to current practice *&c.*
'1942 edn.' 8½″. unpaged. 1942. 2s. 9d. R.

LEAD INDUSTRIES DEVELOPMENT COUNCIL 699.865
Minimising the risks of frozen pipes.
dupl. typescript. 12½″. 1940. R. (2).

(A.R.P., WAR DAMAGE, INCLUDING REPAIR)

B.S.I. 699.895 (083.74) box
B.S./A.R.P. :
33. Amendment No. 1. (Jan. 1943.)
38. Traffic paints. (July 1942.)
61. Asphaltic-bitumen and coal-tar adhesives for the texturing of horizontal roofs for camouflage purposes. (Aug. 1942.)
pam. and leaflets. 1942, -43.
699.895 : 014.3 box

MINISTRY OF HOME SECURITY : RESEARCH AND EXPERIMENTS DEPARTMENT
Published information. [Abstracts.] (Q 100/583 to 1295, inconsec.)
var. leaflets. dupl. typescripts. var. sizes. [? 1942.] R.
Abstract of published information. (Abstracts Nos. Q 100/1691 onward.)
var. leaflets. dupl. typescripts. ob. 4¾″×7½″. [Princes Risborough. 1942—.] R.
In progress.
/1691 to 1716 ; /1717 to 1739 ;
699.895 : 025.45
Filing scheme for abstracts (Library communication No. 19).
1942.

BURKE (JOHN), *ed.* 699.895 : 72.025.1
Encyclopædia of war damage and compensation.
Suppl. part No. 7. [1942.] R.

MINISTRY OF HEALTH 699.895 : 72.025.1 file
War Damage Act, 1941. (Pt. i. Submission of financial statement. Pt. ii. Professional fees.) (Circ. 2720.)
leaflet. 7¼″. Lond. 1942. R.
699.895 : 72.025.1] 69.059.2
Agreement between the War Damage Commission and the Local Authorities' Associations in regard to . . . "Proper Cost" *&c.* Pt. i. . . . direct labour.
leaflet. 8¼″. Lond. 1942. R.
Statement relating to temporary works payments and cost of works payments.—War Damage Act, 1941. (Form W.D.P.S.)
leaflet. 13″. Lond. 1942. R.

WAR DAMAGE COMMISSION 699.895 : 72.025.1 file
699.895 : 72.025.1] 347.23
Landlord and Tenant (War Damage) Acts, 1939 and 1941. (L.T. 9.)
leaflet. 8¼″. [Lond.] 1942. R.
With Letter.
699.895 : 72.025.1 file
699.895 : 72.025.1] 347.434+72.089
War Damage Act, 1941. Section 7. [Notices, specifying areas and classes of works for making good damage. (*From* London Gazette.)
2 dupl. typescripts. each 8¾″. 1942. R (2) × MS.

ADAMS (J. T.) 699.895 : 623.77
Camouflage. (Thesis awarded distinction in Final Examinaton Dec.)
typescript, *D.* & *Repr.* 10½″×8″. [1942.]
Presented by the Author (*L/Cpl. Adams, R.E.*).
699.895 : 69 box

MINISTRY OF HEALTH 699.895 : 69.028.2] 691
[Glass substitutes and anti-scatter fabrics.] (Circular 2745.)
leaflet. dupl. typescript. 7″. 1942. R.
Enclosing M. of W. & P. : COMMITTEE ON BUILDING MATERIALS STANDARDISATION Schedule . . . , Schedules . . .
699.895 : 69 box
699.895 : 69.028.2] 691

MINISTRY OF WORKS AND PLANNING : COMMITTEE ON BUILDING MATERIALS STANDARDISATION
Schedule of adhesive (ready-gummed) anti-scatter fabrics and varnishes *&c.*
leaflet. 7½″×9½″. 1942.
Schedules of approved glass substitutes *&c.*
leaflet. 9½″. 1942.
Enclosed in M. of H., [Glass substitutes].

(*To be continued.*)

NOTES

1943 CONGRESS OF NATIONAL UNION OF STUDENTS

The following letter has been sent by the President to the Publicity Secretary of the Architectural Students Association on the occasion of the opening of the 1943 Congress of the National Union of Students, held recently in London :—

13.4.43.

DEAR MR. BOLLAND,—May I send to the Architectural Section of your Congress my best wishes for a successful meeting.

I do not suppose I shall agree by any means with all of your findings, but I welcome your endeavours to arrive at the right approach to architectural problems.

The student of to-day is, in many countries, up against the sternest conditions and is himself fighting, often at the cost of his life, for the liberty which has been taken away and which, to him, is the very breath of life.

In England, too, many architectural students have gone from their incompleted studies into the Forces of the Crown. I am confident they would not wish it otherwise, and in the future it will be something they will remember with pride and which the Nation will not forget.

Yours sincerely,
W. H. ANSELL,
President R.I.B.A.

THE ROYAL AUSTRALIAN INSTITUTE OF ARCHITECTS

The President has received the following letter from Mr. John F. D. Scarborough, President of the Royal Australian Institute of Architects :—

368 Collins Street,
Melbourne, C.1. 27.1.43.

W. H. ANSELL, ESQ., President R.I.B.A.

DEAR MR. PRESIDENT,—It was my pleasure to read in *The Architects' Journal* of 19 November last, just received by me in Melbourne, news of your then approaching seventieth birthday —that venerable three score years and ten ! May I, on behalf of my Council and members of the Royal Australian Institute of Architects, and also personally, offer to you my most sincere congratulations upon a day which, though now past, will, I trust, have been a memorable one for you.

Our professional relationships, though hindered, perhaps, by distance, are nevertheless closely merged, not only in our national endeavours in times of war, but also, as is clearly evidenced in the R.I.B.A. JOURNAL, in working upon closely parallel lines for the hoped-for times of peace.

As a newly appointed R.A.I.A. President, may I also extend to you my fraternal congratulations upon your Presidential office in a great Institute. Your position as representative in the United Kingdom of the R.A.I.A. provides a liaison with us "down under" and affords me a still further opportunity for conveying our good wishes to you.

I shall be grateful if you will, at your next meeting of Council, extend to your Councillors and members greetings and good wishes from the architects of Australia ; conveying to all, and through them to the people of Britain, that their courage and example we, who have thus far lived in comparative safety, shall ever remember and always admire.

With very kind regards,

Yours sincerely,
JOHN F. D. SCARBOROUGH,
President.

MEMBERSHIP LISTS

ELECTION : JUNE 1943

An election of candidates for membership will take place in June 1943. The names and addresses of the candidates, with the names of their proposers, found by the Council to be eligible and qualified in accordance with the Charter and Byelaws are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary R.I.B.A. not later than Saturday, 12 June 1943.

The names following the applicant's address are those of his proposers.

AS HON. FELLOW (1)

PORTAL : THE RT. HON. LORD, P.C., D.S.O., M.V.O., V.L., Laverstoke House, Whitchurch, Hants. Proposed by the Council.

AS FELLOWS (3)

The following Licentiates are qualified under Section IV, Clause 4 (c) (ii) of the Supplemental Charter of 1925 :—

HAMMOND : COL. FREDERIC SNOWDEN, D.S.O., O.B.E., Order of the Nile. 44 Muswell Hill Road, N.10. T. S. Vickery, Lieut.-General Sir John Brown and W. G. Allen.

READING : ALBERT FREDERICK WARTH, 32 Millicent Road, West Bridgford, Nottingham. B. W. Thomas, A. J. Thraves and J. L. S. Dahl.

WILSON : HENRY, O.B.E., Charing Cross, Grangemouth ; Sandy Loan, Laurieston, Falkirk. A. N. Malcolm, A. M. McMichael and E. S. Bell.

AS ASSOCIATES (5)

The name of a school, or schools, after a candidate's name indicates the passing of a recognised course.

DUFFY : HUGO, B.Arch. [University College, Dublin], 21 Griffith Avenue, Marino, Dublin, Ireland. V. Kelly, J. J. Robinson and J. V. Downes.

HOSKINGS : HERBERT NEVILLE [The Polytechnic, Regent Street, London], 164 Algernon Road, Ladywell, S.E.13. Dr. H. V. Lanchester, T. A. Lodge and J. Addison.

O'MALLEY : MISS MARIE, B.Arch. [University College, Dublin], Barna House, Barna, Co. Galway, Eire. V. Kelly, F. G. Hicks and J. J. Robinson.

PAXTON : DAVID RAYMOND PRYCE [Birmingham School of Architecture], 21 Radford Bank, Stafford. G. Drysdale, H. Jackson and R. Edmonds.

RILEY : CHARLES FREDERICK, Dip.Arch., Dip.T.P. (Mancr.) [Victoria University, Manchester], 53 Prestbury Road, Macclesfield, Cheshire. Professor R. A. Cordingley, J. P. Nunn and F. L. Halliday.

AS LICENTIATES (29)

ADAM : WILLIAM JOHN, c/o L. H. Fewster, Esq., 22 Conduit Street, W.1 ; 112 Greencroft Gardens, Hampstead, N.W.6. L. K. Hett, J. A. Dartnall and L. A. Culliford.

BLISS : GEORGE HAROLD, c/o Messrs. Lever Bros. & Unilever, Ltd., Unilever House, E.C.4 ; 4 Stanhope Place, Marble Arch, Paddington, W.2. Applying for nomination by the Council under Bye-law 3 (*d*).

CARTER : WILLIAM MATHIAS, 87 Barnfield Avenue, Kingston-on-Thames. T. Braddock, J. K. Vinycomb and applying for nomination by the Council under Bye-law 3 (*d*).

CUBITT : FREDERICK WILLIAM, Unilever House, Blackfriars, E.C.4 ; Orchard Cottage, 10a Leigham Court Road, Streatham, S.W.16. J. Addison, J. K. Hicks and E. C. Scherrer.

DAVIS : GRAHAM ROBERT OSWALD, Hostels Site, Lee Mill, Ivybridge, Plymouth ; "Onslow," Dean Hill, Plymstock, S. Devon. A. F. French, A. J. A. Illingworth and H. E. Meredith.

GOLDING : ROLAND CLAUDE NEVILLE, The Town Hall, Hendon, N.W.4 ; 78 Tenterden Drive, Hendon, N.W.4. George Coles, A. H. Gale and W. S. Trent.

HAINES : HARRY NORMAN, Architect's Department, New Scotland Yard, S.W.1 ; Collingwood, Esher, Surrey. G. M. Trench, Edwin Williams and Joseph Addison.

HAYSOM : ERNEST WILLIAM, Office of the Regional Commissioner, Civic House, Birmingham ; "Overdale," 168 Station Road, Knowle, Warwickshire. W. T. Benslyn, A. C. Bunch and J. W. Williamson.

HEWARD : GEORGE TYRER, Standard Telephones and Cables, Ltd., N.11 ; 25 Fordwich Road, Welwyn Garden City, Herts. George Coles, William Bradley and Stanley Bradley.

HOUGH : JOHN, District Surveyor, Ministry of Works and Planning, Leeds ; "Light Oaks," 35 St. Hilda's Road, Harrogate. The President and Hon. Secretary of the West Yorkshire Society of Architects and applying for nomination by the Council under Bye-law 3 (*d*).

JACK : MISS LILIAN EUGENIE, Messrs. Hammond, Jack & Austin, 44 Muswell Hill Road, N.10 ; 381 High Road, N.2. T. S. Vickery, John Dovaston and W. H. Jones.

JOHNSON : CYRIL JOHN, c/o W. E. R. Randall, Esq., 23 Railway Street, Chatham ; 29 Blaker Avenue, Rochester. R. L. Honey, J. L. Redfern and S. H. Loweth.

LYONS : ERIC ALFRED, c/o Messrs. Harry W. Weedon & Partners, 129 Lordswood Road, Harborne, Birmingham, 17 ; 76 Wentworth Road, Harborne, Birmingham, 17. H. W. Weedon, J. S. Beard and W. E. Trent.

McANALLY : ALEXANDER, The Chartered Accountants' Hall, 220 Saint Vincent Street, Glasgow, C.2 ; 50 Myres Road, Glasgow, S.3. W. J. Smith, James Taylor and J. A. Coia.
MUMMERY : JOHN FRANK, Air Ministry, Bush House, Aldwych, W.C.1 ; 2 Green Man Gardens, Ealing, W.13. C. M. Swannell, P. B. Rigg and applying for nomination by the Council under Bye-law 3 (*d*).
PICKERING : WILLIAM LONGFIELD, Ministry of Works, Newcastle-on-Tyne ; 27 Crossgates Avenue, Seacroft, Leeds. C. W. C. Needham, Howard Robertson and J. M. Easton.
PRATT : ARTHUR WILLIAM, c/o Norval R. Paxton, Esq., 11 Cavendish Road, Leeds, 1 ; 129 Otley Road, Leeds, 6. J. E. Stocks, W. Illingworth and W. A. Jones.
ROBINSON : HAROLD CONYERS, 120 Alfred Gelder Street, Hull, E. Yorks ; "Red Gable," The Greenway, Anlaby Park, Hull. Llewellyn Kitchen, W. B. Wheatley and G. D. Harbron.
RUDDICK : LAWRENCE HOPE, Messrs. Ward & Porteus, 9 Museum Street, York ; 29 Windmill Rise, York. Kenneth Ward and the President and Hon. Secretary of the York and East Yorkshire Architectural Society under Bye-law 3 (*a*).
SIMPSON : JOSHUA JAMES, County Hall, Northallerton, Yorks ; 26 St. Mary's Walk, Harrogate, Yorks. J. R. White, W. A. Jones and Wm. Broadbent.
SMITH : COLIN HOLDEN, Ministry of Works and Planning; 82 Woodlands Road, Moseley, Birmingham. Hurley Robinson, J. B. Surman and H. M. Lawrence.
STOTT : JAMES HERBERT, District Bank Chambers, Bradford ; 6 Chantry Close, Ilkley. P. T. Runton, W. Illingworth and Eric Morley.
STUBBS : ALAN VALENTINE, Ministry of Aircraft Production, Millbank, S.W. ; 37 Firs Drive, Cranford, Middlesex. Oliver Law, Joseph Emberton and Robert Sharp.
SUNLIGHT : JOSEPH, Sunlight House, Manchester ; Hallside, Knutsford, Cheshire ; 14 Victoria Square, S.W.1. H. S. Fairhurst, H. T. Seward and Sydney Moss.
SWEET : FRANK ALAN, Air Ministry Works Directorate, Rugeley, Staffs ; 64 Sandy Lane, Rugeley, Staffs. A. G. Chant, H. F. Hurcombe and F. S. Swash.
THEOBALD : CHARLES REGINALD, Municipal Buildings, Boston, Lincs ; 10 Linden Way, Boston, Lincs. E. H. Walker and Morris Thompson and applying for nomination by the Council under Bye-law 3 (*d*).
WARNER : ION VICTOR GODFREY HAMILTON, c/o City Engineer, Edinburgh Corporation ; 16 Hutchison Terrace, Edinburgh, 11. J. R. McKay, A. H. Mottram and T. F. Maclennan
WATT : JOHN, Royal Infirmary, Edinburgh ; 25 Montpelier Park, Edinburgh. James McLachlan and the President and Secretary of the Edinburgh Architectural Association under Bye-law 3 (*a*).
WILLIAMS : ARTHUR ERNEST, Kenneth Chambers, Dogpole, Shrewsbury ; Sidney House, Kingsland, Shrewsbury. Cecil Masey, D. L. Solomon and applying for nomination by the Council under Bye-law 3 (*d*).

ELECTION : APRIL 1943

The following candidates for membership were elected in April 1943 :

AS HON. ASSOCIATES (2)

COX : HERBERT ARTHUR, F.C.A., F.S.A.
HOWLING : GEORGE JEFFERY.

AS FELLOWS (4)

GREGSON : SYDNEY [*A.* 1934], Newport, Isle of Wight.
PEARSON : CHARLES EDWARD [*A.* 1932], Lancaster.

And the following Licentiates who have passed the qualifying Examination :—

BOLLINGER : CHARLES ADOLPHE.
FOREMAN : HERBERT EDWIN, Windsor.

AS ASSOCIATES (30)

BRANSGROVE : CHARLES ALFRED.
BRITTAIN : THOMAS ARNOLD, Burnley.
CARTER : MISS GILLIAN RUTH.
CARTER : GORDON ERNEST.
CLIFTON : PHILIP ERNEST, Newmarket.
COLES : ROBERT JOHN, B.Arch.(Hons.) (L'pool).
COOK : ALAN DENIS, Swaffham.
COOKE : LESLIE, Derby.
DAVIES : THOMAS LESLIE.
DOBSON : ROGER, Liverpool.
DOUGLAS : ALAN, Dip.Arch.(Edin.), Edinburgh.
DOUGLAS : JAMES ARTHUR.
DRAPER : ERIC WILLIAM, Leicester.
DUPREE : MRS. JOANNE GWENDOLEN SHIRLEY, Portstewart, Co. Derry.
EASTON : FREDERIC ROY.
EMPSALL : RAYMOND, Bedford.
GAULDIE : WILLIAM SINCLAIR, Dundee.
HOGG : THOMAS WILKINSON DUNKLEY, Birmingham.
HOOPER : DAVID VINCENT, Wells, Somerset.
HUGHES : WILLIAM NORMAN.
JACKSON : ALEC WALTER, Yeovil.
JOHNSTON : JAMES SCOTT, Newcastle-on-Tyne.
LLOYD : SIDNEY JOHN.
LYNHAM : GEORGE ALLIN, Cardiff.
MARRIOTT : GEORGE HENRY GORDON.
NUNN : LESLIE WATSON, Edwalton, Notts.
PRICE : PHILIP JOHN.
READ : JACK WINTER, Southampton.
ROBERTS : FRANK HENRY, Birmingham.
WHITE : CYRIL GEORGE.

AS LICENTIATES (26)

BACON : FRANCIS.
BENNETT : ALFRED EDWIN, Exeter.
BRITTON : GEORGE ALEX PAYNE, Newmarket.
CLARK : HERBERT ANTHONY.
DAVID : ARTHUR SAMUEL, Neath.
DICKINSON : GEORGE HENRY, Grantham.
DOMINY : JOHN NEWEL, Loughborough.
DORIN : THOMAS GRIFFITH, Nottingham.
GORTON : MAURICE GEORGE, P.A.S.I., Stroud, Glos.
GREEN : ARTHUR RONALD.
HAMILTON : HUMPHREY ALLEN.
HAMMOND : GORDON HENRY.
HARVEY : HUGH, Irvine, Ayrshire.
HILL : ROBERT SHARPE, Belfast.
HUNT : WILLIAM ALFRED.
KEATLEY : ROBERT AUBREY.
LYNAM : WILLIAM ARTHUR TATTON, Chesterfield.
MARTIN : IVAN CHARLES.
MATTHEWS : RICHARD KIRKPATRICK, Nantwich.
PARTRIDGE : WILLIAM JOHN.
RILEY : ROBERT WILLIAM, Weston-super-Mare.
RUSE : ARTHUR WALTER, Bristol.
SLIPPER : REGINALD OWEN, P.A.S.I.
SYKES : MAJOR WILFRED ELSWORTH, F.S.I., Hull.
TURNER : WILLIAM JOSEPH ELLIS, Newark.
WORT : WILLIAM ALFRED, P.A.S.I.

Notices

ASSOCIATES AND THE FELLOWSHIP

Associates who are eligible and desirous of transferring to the Fellowship are reminded that if they wish to take advantage of the next available election they should send the necessary nomination forms to the Secretary R.I.B.A. as soon as possible.

THE USE OF TITLES BY MEMBERS OF THE ROYAL INSTITUTE

In view of the passing of the Architects Registration Act 1938, members whose names are on the Statutory Register are advised to make use simply of the title "Chartered Architect" after the R.I.B.A. affix. The description "Registered Architect" is no longer necessary.

DISCIPLINARY ACTION

Mr. Arthur Edgerton Leeson, of 8 Cherry Street, Birmingham, 2, a Licentiate, was by decree of the Council dated 4 May 1943 made pursuant to the Bye-laws expelled from membership of the Royal Institute and accordingly he ceased to be a member on that date.

Mr. Stewart Kaye, of 14 Hill Street, Edinburgh, an Associate, was reprimanded by decree of the Council dated 4 May 1943 made pursuant to the Bye-laws.

MEMBERS' COLUMN

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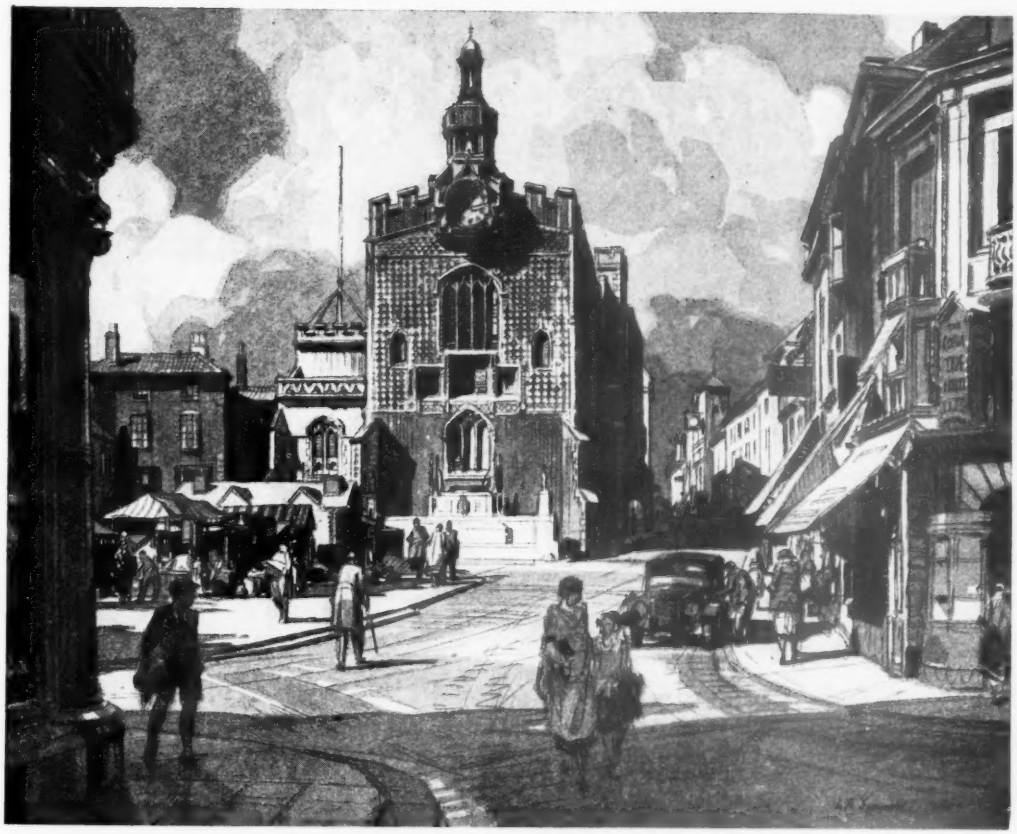
CHANGE OF ADDRESS

MESSRS. H. V. ASHLEY & WINTON NEWMAN [*FF.*] have moved from their emergency premises at 2 Lyndhurst Terrace, N.W.3, and 15 Thurlow Road, to 27 Thurlow Road, Hampstead, N.W.3. (Tel.: Hampstead 2879.)



The Guildhall, Norwich.

THE Guildhall was built when, in 1403, Henry the Fourth made Norwich a city. The basement formed part of a previous building of Norman origin, and from 1412 this basement was used as a prison. It was from this prison that Thomas Bilney, the preceptor of Latimer, although not himself a protestant, was led to Norwich market place and burned at the stake. To-day, in this country at least, men are free to hold their own opinions, and in material matters generally base them upon the solid foundation of experience. The vast majority of people engaged in the building industry must have a very good opinion of ' PUDLO ' Brand waterproofer for the amount of it used every year is probably greater than that of all other cement waterproofing materials put together.

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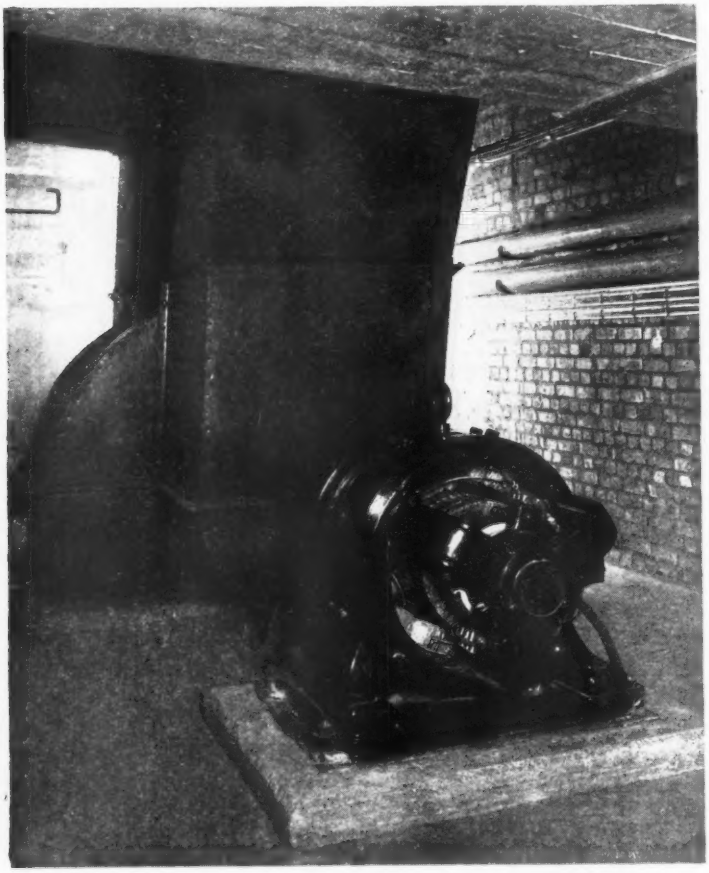

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Wired Glass and Fire Risk

The following extracts are from the Air Raid Precautions Handbook No. 13—*Fire Protection for the guidance of occupiers of factories and other business premises:*

PARAGRAPH 18 "Windows broken by high explosive bombs . . . . provide a ready means of ingress to fire."

PARAGRAPH 22 "The spread of fire can be arrested by . . . . (b) protection of openings in external or area walls exposed to another building . . . . or by using wired glass windows in hard metal frames without means of opening."

PARAGRAPH 23 (This paragraph deals with the exposure hazards of buildings). A table shows that for a building fitted with fire shutters or wired glass in metal frames, the width of the "fire break" may vary from 20 ft. to 30 ft., but for a building with no such protection, the distances are 70 ft. to 80 ft.

PARAGRAPH 28 Fire Resisting Construction: "(d) Panels of wired glass or electro copper glazing not exceeding 4 square feet altogether, may be allowed in each door or leaf."

PARAGRAPH 76 Multi-storey buildings. "All windows should have frames of metal. Wired glass should be used wherever possible if there is exposure."

PARAGRAPH 90 "The risk of passage of fire from building to building through window openings is reduced if frames are of hard metal, the glazing is of wired glass and the windows do not open, each panel being limited in area to 4 superficial feet."

PARAGRAPH 103 (Fire escape stairs). "If there are windows near or below any part of the staircase they should be glazed with wired glass."

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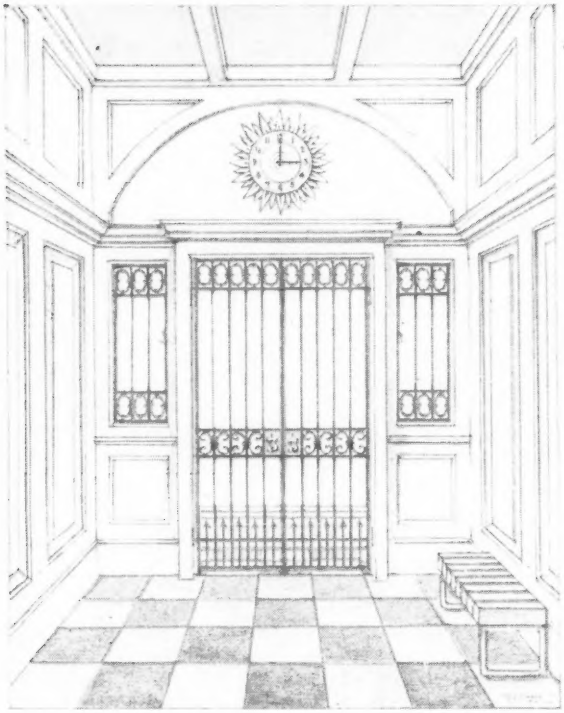

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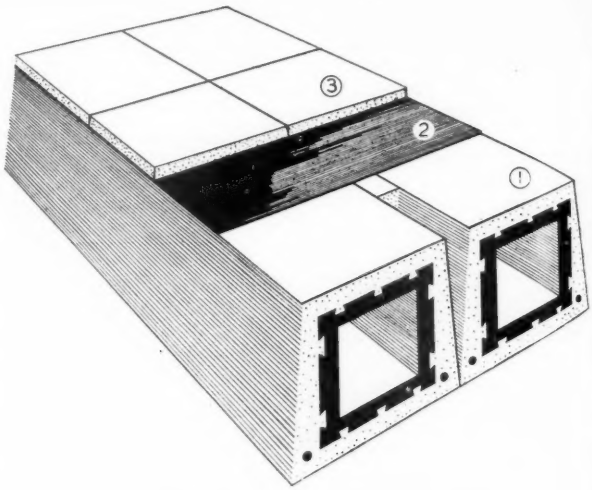

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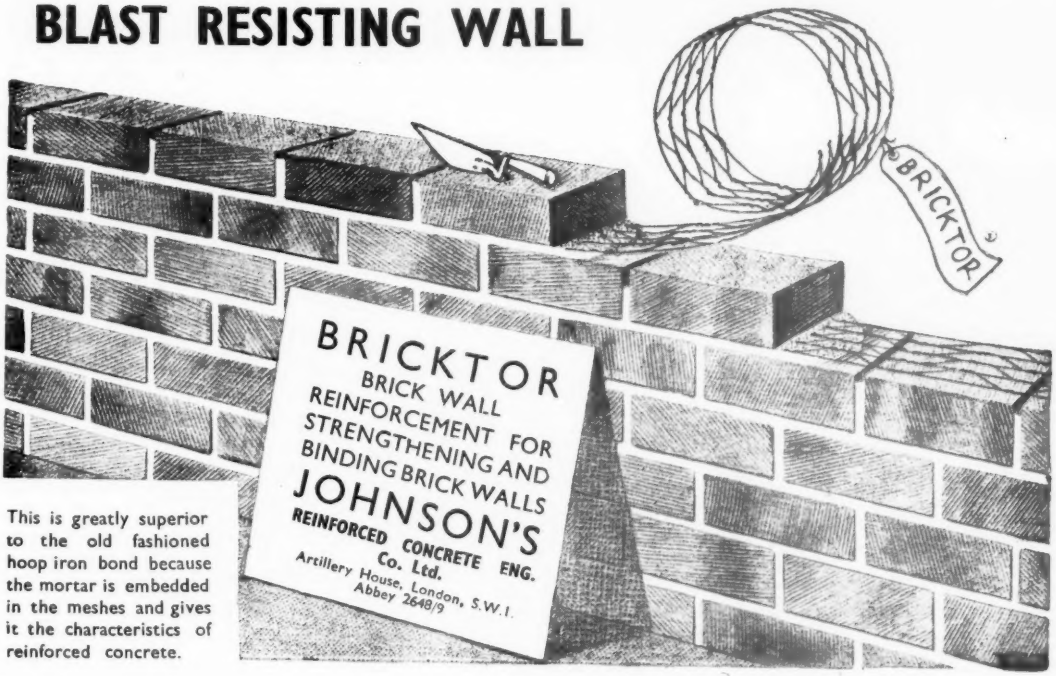

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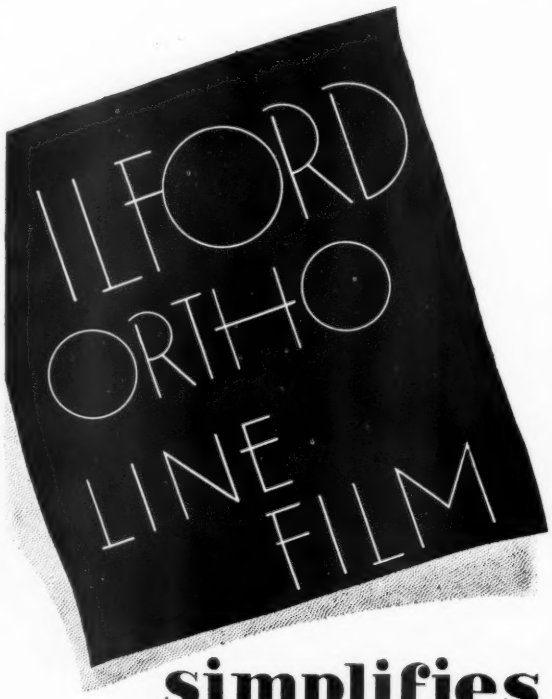

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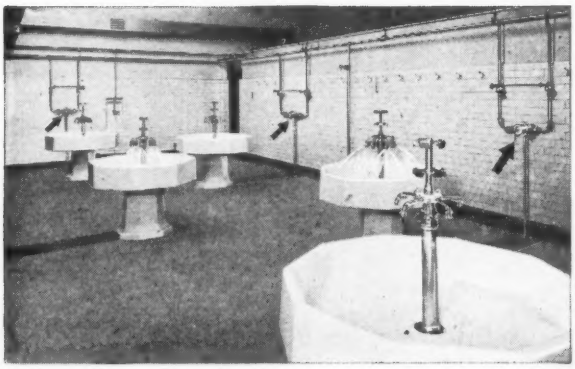
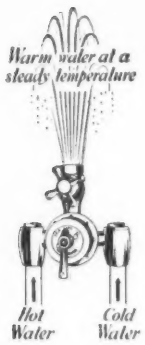


Leonard-Thermostatic hot and cold Water Mixing Valves serving island washfountains at a factory



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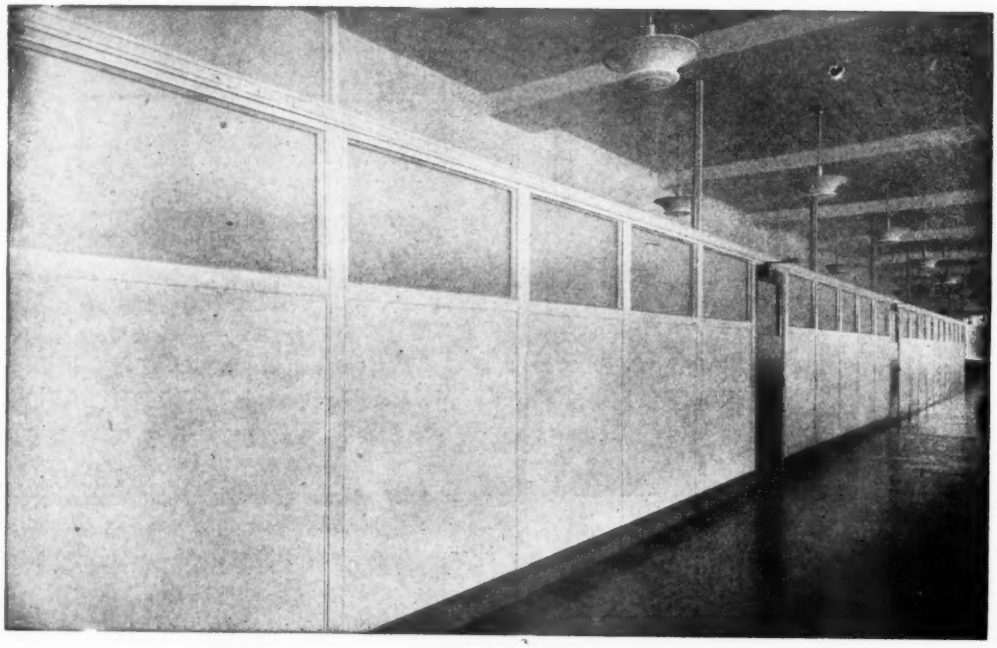

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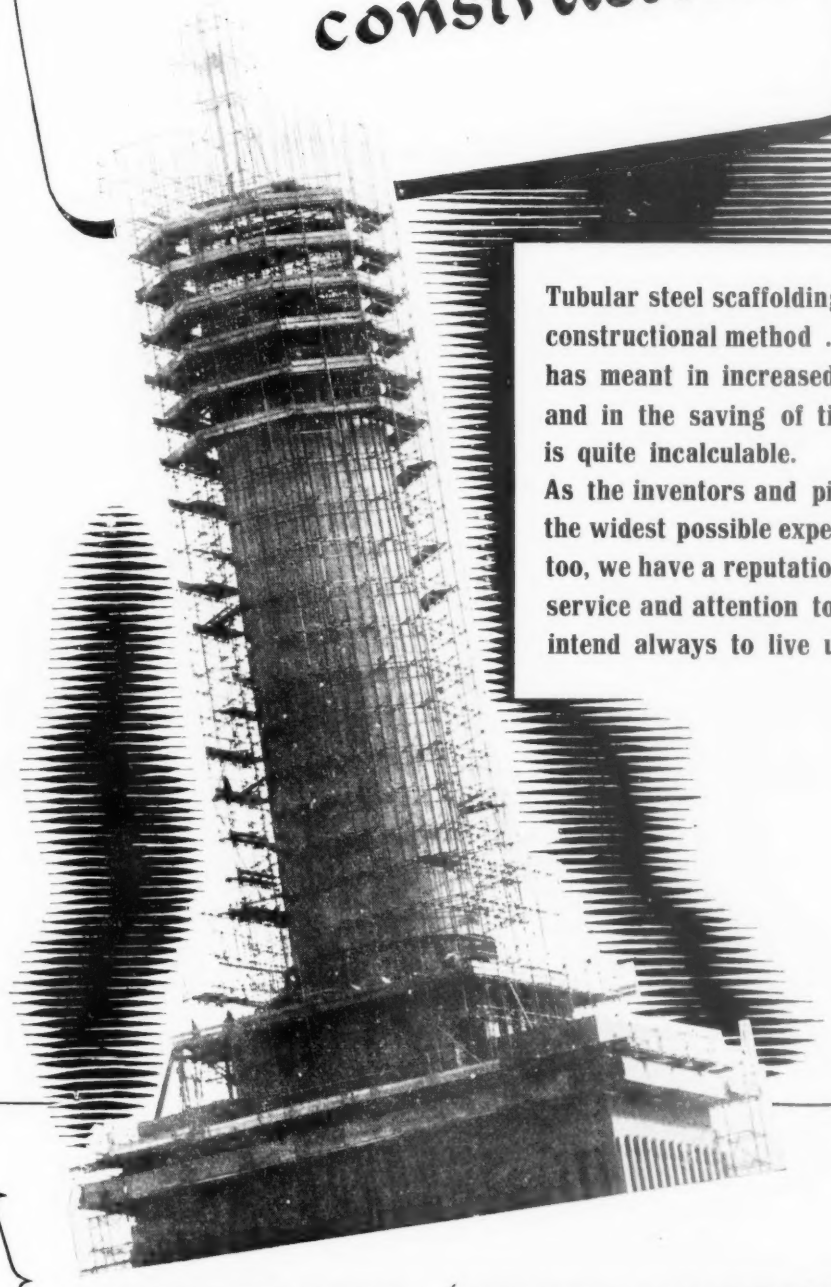

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